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Continued from Page 19

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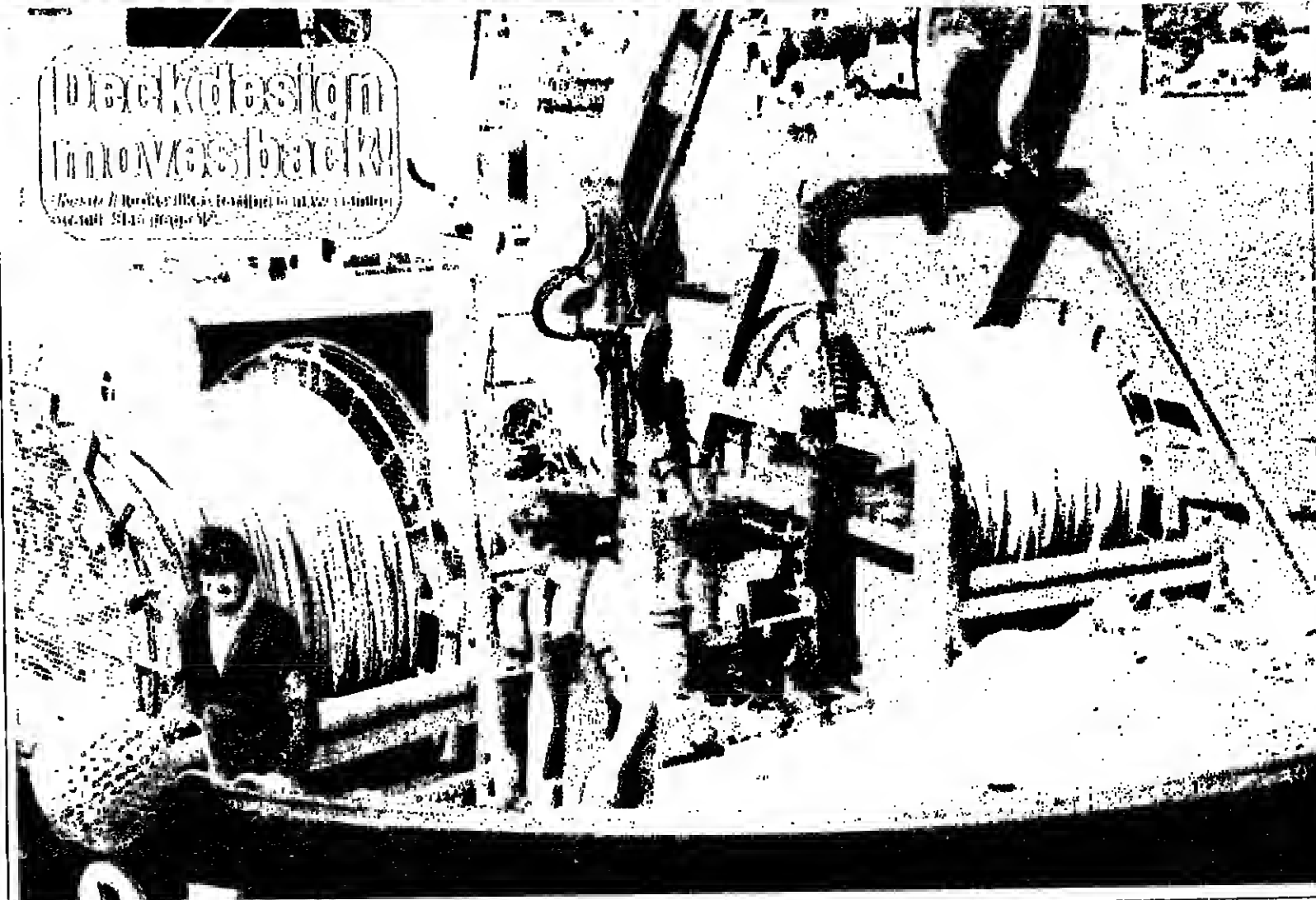
Somerset
Maugham
ends her
last trip

SOMERSET MAUGHAM
— thought to be the
Humber's top-earning side
trawler during her 17-
year career — was due to
land her last trip yester-
day (Thursday).

She came back with a poor
catch after a three-week White
Sea trip — 800 kits were advised
— and her owners, Newington
Trawlers of Hull, decided the
four-times Silver Cod Trophy
winner would not be sailing again.

Skipper Brian Taylor was in
command on her last trip which
will certainly end in a big loss.
Mike Burton of Newington told
Fishing News on Tuesday that she
had only lost money during her
past two trips. "It's a very sad
day, but there's a limit to one's
financial resources. Fishing has
been very black north-north east."

Five years ago we could stand
the odd loss of £3,000 or £4,000 he
said, but now losses are higher.
Somerset Maugham has not
been sold for scrap yet. A decision
on her end is expected soon.

Haddock on
Licence soon

A BIG CLAMPDOWN on haddock fishing now looks certain. Catchers
attended a meeting with the Department of Fisheries for Scotland on Fri-
day last week and were faced with the prospect of an almost immediate
cut in catches. A licence scheme was accepted as the most suitable way
of controlling haddock landings but, as this would take time to legislate on,
a statutory landings limit is expected in the short-term. This is expected
to be followed up with a licence scheme in the next few weeks.

The Scottish Department
of Fisheries would not con-
firm that these measures are
on the way, however. A
spokesman said that officials
of the Department had a
working meeting with the in-
dustry and it would refer
points made to ministers as a
matter of urgency. The out-
come depended upon the
ministers.

Three stocks are involved.
The North Sea, West of
Scotland and Rockall.

This action is being
prompted by the latest catch
statistics which reveal a
serious situation off the west
coast of Scotland, where the
haddock catch to the end of
June stood at 9,600 tons.
"Take" for this area is 10,400
tons the British catch, plus
the offshoot by foreign vessels,
has already exhausted the
haddock TAC.

It is understood that the
Government is likely to issue
licences to vessels fishing the
turn to page 17

...be quick
for herring

HERRING fishermen have until today (Friday)
to apply for licences to fish during the Isle of
Man high season starting this month.

A big meeting held in Lon-
don on Monday decided that
licences applications must be
sent in quickly, but there was
a protest that it was almost
impossible to comply as
fishermen were at sea. They
would not be returning until
the closing date.

A spokesman for the
Fisheries Ministry told
Fishing News on Tuesday
that it was going to have to be
flexible on the application
date. A request had been made
for the starting date of the
licensing to be put back one
week, but the opening date is
to remain as August 21 and
the closing date, September 24.
Fishermen's organisations
were worried that skippers

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Wick boat's giant haul

A TOP BOAT at Peterhead in July was Wick's *Boy Andrew*, which landed a massive 800-box haul late in the month. The catch caused a stir at the port because the boat is not one of the big steel 86-footers, but a wooden-hulled 74-footer. During the month *Boy Andrew* landed three catches at Peterhead and one in Deunmark under her skipper-owner 'Norrie' Bremner.

Mackerel ships in

LAST WEEK three factory ships lay in the south approach to Lerwick harbour hoping to be able to buy mackerel from Scots boats.

In the early part of the week the boats had no success, but towards the end of the week some good catches were found south-east of Lerwick.

Two north-east coast and two Shetland-based boats landed a total of 8,100 units and, after 100 units had been taken for local factories, the factory ships bought the remainder for £9 to £9.90 a unit.

The East German ship *Stadnitz* was stationed in the Bay of Refuge, Peterhead, this week to take on mackerel.

FIGHT TO SAVE ROSS FISH JOBS

THREE HUNDRED Ross Fish workers at Hull, backed by their local MP, are fighting to save their jobs after the company announced the closure of its fish processing factory at the port because it is losing £1m.

Officials of the General and Municipal Workers' Union formed an action committee on Tuesday to fight the closure and James Johnson, Labour MP for Hull West, met Ross Fish directors the same day to clarify the position.

The company, which said its decision was made necessary by lower UK herring landings and the high cost of imported herring, told the workers of its decision last Friday and said the West Dock Street factory would close in 90 days, the minimum allowed by law.

It said in a statement: 'This

action has become necessary because of the declining volume of cured fish products upon which the factory has been heavily dependent.

'It was brought about as a result of a drastic reduction in the landing of herring in the UK over recent times, coupled with the escalating costs of imported herring.

'Without the continuity of major volumes of cured fish processing, it is no longer possible to operate the factory on a viable basis.'

Mr. Johnson said he and the union were shocked at the suddenness of the announcement. 'The union was given assurances over the past few months that the workers would be moved elsewhere near the dock. There was no hint six or nine months ago that they would lose their jobs.'

My complaint has been that no one has seen the details, the facts and figures on which the company exercised its commercial judgment.

There had been consultations on a constructive basis' at Tuesday's meeting with Ross and there was a good chance that 60 to 70 jobs could be saved of the 317 effected.

The workers and office staff involved would be given details of Tuesday's discussions at a meeting with the action committee yesterday (Thurs.) and Mr. Johnson was hoping to meet Ross

directors again the same day.

Peter Nevet, GMWU branch administrative officer who was at Tuesday's meeting with the management, said: 'The action committee has decided to take no downright militant action at this stage to give any negotiations a chance.'

'Our main aim is to save the factory and all the jobs if possible. We have started a campaign of letters to the

Forester to switch?

NEWINGTON'S stereo fisher C. S. Forester may have to switch to mackerel fishing. The move is being considered by her owners as she lost £18,000 on a white fish trip landed on Monday.

She grossed only £24,806 for 1,315 kits caught in a 28-day trip to Bear Island. The Icelandic trawler *Dagny* was only partially discharged

on the same day, but she realised £39,901 for 1,235 kits.

The remainder of the Icelandic catch was marketed on Tuesday and, in all, *Dagny* made £64,488 for 2,075 kits. There was also a partial discharge on Tuesday from the Icelandic trawler *Vigri* which made £32,846 for 1,256 kits. By Wednesday, her total catch of 3,858 kits had earned

£92,882. Bill Brettell and Dick Taylor, two of Britain's top skippers, alternate in command of C. S. Forester on a two trips on, two trips off basis. This was the end of Bill Brettell's latest turn, and he hit slack fishing.

Ha told *Fishing News*: 'Circumstances over which neither British trawler owner

Turn to page 10

local Press and the union is planning a top-level approach to Mr. Silkin, the Agriculture and Fisheries Minister, to see if he can do anything.'

Arthur Amos, fish operations director at Ross, said: 'Sixty to 70 jobs can certainly be saved and, perhaps, 100.'

'There are 20 to 30 jobs available at the Brighton Street plant. Another 30 or so can be offered in Grimsby, although people may not want to move there. There will also be 30 to 40 jobs in fish merchandising in premises we are negotiating for.'

'The closure is still a tragedy whichever way you look at it. We have offered every facility for the union and others to see everything we have done, including the many months when we considered the alternatives,' he said.

Breasclete next stop for line boat

THE STORNOWAY automatic longliner *Anni Elizabeth* is to make her first landing at the new Breasclete, Isle of Lewis, fish-drying factory later this month.

She is expected to tie up at the new pier on Monday, August 21, when the factory is expected to take its first fish.

As reported in *Fishing News*, July 26, the 14ft long *Anni Elizabeth* headed to Aani grounds on her second Irish ground, 80 to 90 miles off the Irish south-west coast and was out ten days.

Her owner, Mr. W. J. MacLeod, told *Fishing News* the ship caught 17 tons of ling cod, tusk and halibut in 73 days' fishing. The fish was landed at Stornoway, Isle of Lewis, and consigned to Aber-

deen — a port well used to handling line-caught fish.

'She did very well indeed on the trip,' said Mr. MacLeod. The boat ran short of ice, as she did on her maiden, 'but this will be eliminated when we land at Breasclete.'

'The port has a big ice plant and it will be better for us there.'

She has now sailed to Faroe/Rockall on her third trip since her delivery from Esbjerg, Denmark, where the three-year-old ship was fitted with her Musted Autoline system and a shelterdeck. She is powered by a 690/760

bhp Collesen diesel and was part-financed by the Highlands and Islands Development Board.

Mr. MacLeod told *Fishing News* that top Norwegian Autoline skipper, Eivind Kobbevik, is selling as adviser and he will be aboard for another two weeks.

The Norwegian skipper is very pleased with the operation so far, according to Mr. MacLeod. He is advising on shooting and picking up to train the crew, also the wheelhouse techniques the skipper needs to know.

Skipper Kobbevik is also passing on knowledge of the grounds. 'The crew has built-up

speed and is now shooting at the steady rate of 210 hooks a minute. (Norwegians shoot between 200 and 240).

The Scots crew can shoot faster but, as they work 20 hours on, four hours off, a comfortable speed is important.

Norwegian practice is generally being followed aboard the ship as they are the experts who have made the system a success.

Mr. MacLeod said his crew is now well trained and has had no problems producing the results. Even the weather has been in their favour. There will be bigger dividends in the future, he said.

This is the worst time of the longlining year, he said. The bigger fish will come as the year progresses and fishing will be better from October onwards.

Anni Elizabeth is using 18,000 Mustad hooks which are specially-made for the system, being slightly smaller than the usual large longline hooks.

Mr. MacLeod said the line gear is expensive, but so are trawls. The main worry about losing gear is when French trawlers swoop across the lines at night and take away the hooks. If one end of the gear is lost, the other end can be picked up.

On her last trip the hook took a 10st halibut and giant skates which were guffed aboard.

'The line system seems to be the answer as far as conservation is concerned,' said Mr. MacLeod.

Salmon tin was holed

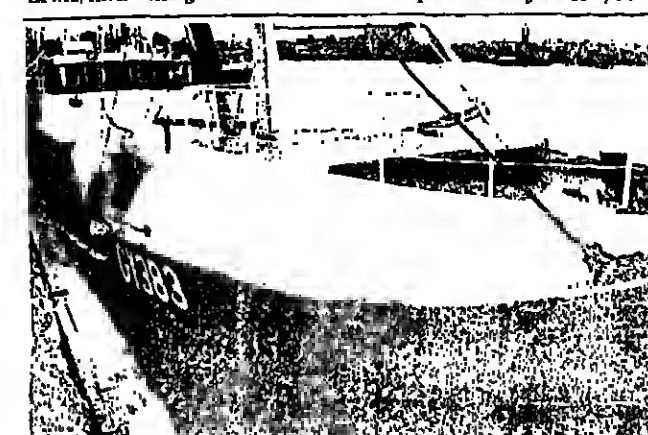
LESS than one-third of a batch of suspect tins of John West salmon have been traced since four pensioners were admitted to hospital a week ago suffering from botulism.

The victims are still in a critical condition and doctors from the hospital say that none of the four have made any significant improvement.

Since botulism was found in the can only two conclusions are possible: either the salmon was not cooked enough or the botulism entered the can after processing.

'There is no evidence that anything went wrong with the "cook", but detailed examinations showed that the tin had a small hole in the rim.

Scientists are still, however, unable to say whether it was caused before or after it left the Achnacreegan factory one year ago.



Southern Scott registered at Grimsby, but expected to work the west coast only.

'SCOTT' TO SAIL SOUTH

SCOTTISH west coast motor-cross expert and fisherman Billy Edwards has bought the former Dutch boom fishing vessel *Lubbeke* (UK 72) and she is undergoing an extensive refit before returning to fishing.

Lubbeke has been renamed *Southern Scott* and registered at the port of Grimsby as GY 383, purely for convenience to process DTI regulations governing British vessels. The steel-hulled vessel was built at Amsterdam in 1980 and will eventually be based on the west coast.

Mr. Edwards, who formerly owned *Misty Isle*, will be concentrating on scallops and quennies and plans to work *Southern Scott* initially 'down south', probably off Plymouth.

The vessel's hull has been shot-blasted almost to the clean metal end, by last week, *Southern Scott* had reached an advanced stage in the preparation to put back to sea, including the gearing

of the booms with 'edges. Originally, Mr. Edwards planned to complete most of the conversion work on the Continent but, owing to a hold-up, *Southern Scott* was brought across to Grimsby.

What the seals eat

SEALS are depriving fishermen of about 65,000 tonnes of fish a year in Scottish coastal waters, according to a written reply by Hugh Brown, Under-Secretary for Scotland. He said that the total seals' consumption was estimated at 195,000 tonnes a year on the basis of the seal's known energy requirements.

fishing news

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THE Fisheries Organization Society is pleased with assurances given by the Department of Trade over plans to introduce new certificates of competency for fishermen.

Revised examinations are still some time away, but FOS members had feared that they could be hit by new certificates. Now, as a result of consultations with the DoT, the FOS's general secretary, Ernie Hamley, told *Fishing News*: 'It's a good achievement to get firm assurances at such an early stage, but we shall be pressing right through all the negotiations to ensure that our members get a fair deal.'

Letter

'We went no repetition of difficulties which arose through last-minute legislation on the survey regulations.'

A letter from the DoT's Marine Division to the FOS said that: 'The Department's

proposals for new certificates of competency are by no means in their final form. The Department is going to have another look at the examination syllabuses (both deck and engineering) in consultation with practical fishermen.'

'There is plenty of time for further consultation because the Department does not envisage regulations being made for two or three years and there would then follow a transitional period.'

'Men who, before the making of the regulations, are doing a job in a fishing vessel which is not required under present law to be done by a certificated person after the regulations come into force, will be given Certificates of Service without any form of examination or sign test.'

'These Certificates of Service will be acceptable in lieu of the certificate of competency required under the regulations for the job in question.'

Evidence

'We propose that to qualify for a certificate of service a man would have to provide evidence of: (a) having served before the date the regulations are made in the job for which he is claiming a Certificate of Service;

(b) having had recent service in that job for a sufficient period of time before the regulations come into force for the Department to be satisfied that he is experienced; One year is the period proposed;

(c) having served in seagoing fishing boats for a total of three years before the regulations come into force. The year in (b) could be included in the period;

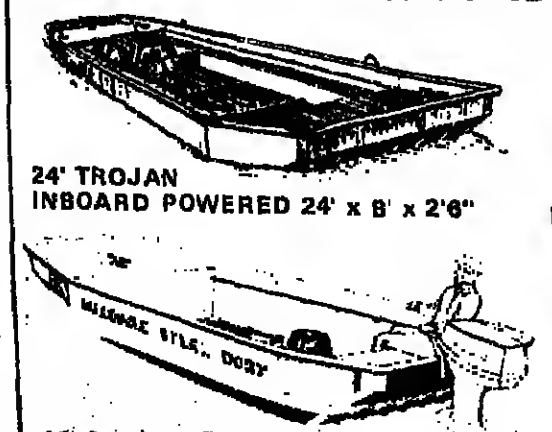
(d) having given satisfactory service in his job.

Carry on

'The aim of these proposals would be to enable all experienced fishermen who are affected by the new requirements in the proposed regulations to carry on doing their jobs without having to take any examinations.'

'In due course the Department's proposals for Certificate of Service would be set out in detail in draft regulations which would be

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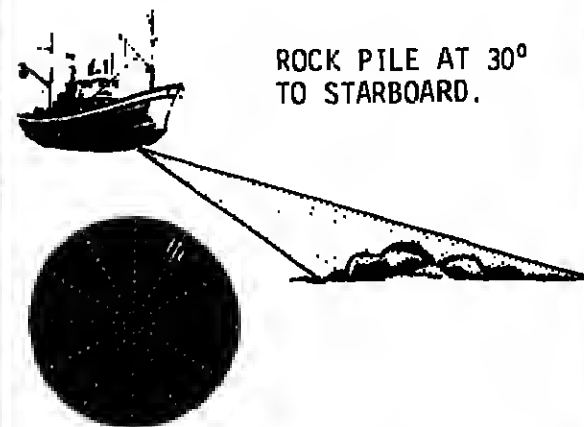
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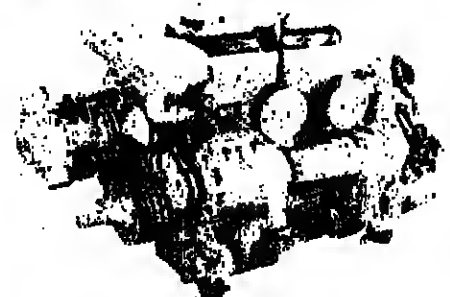
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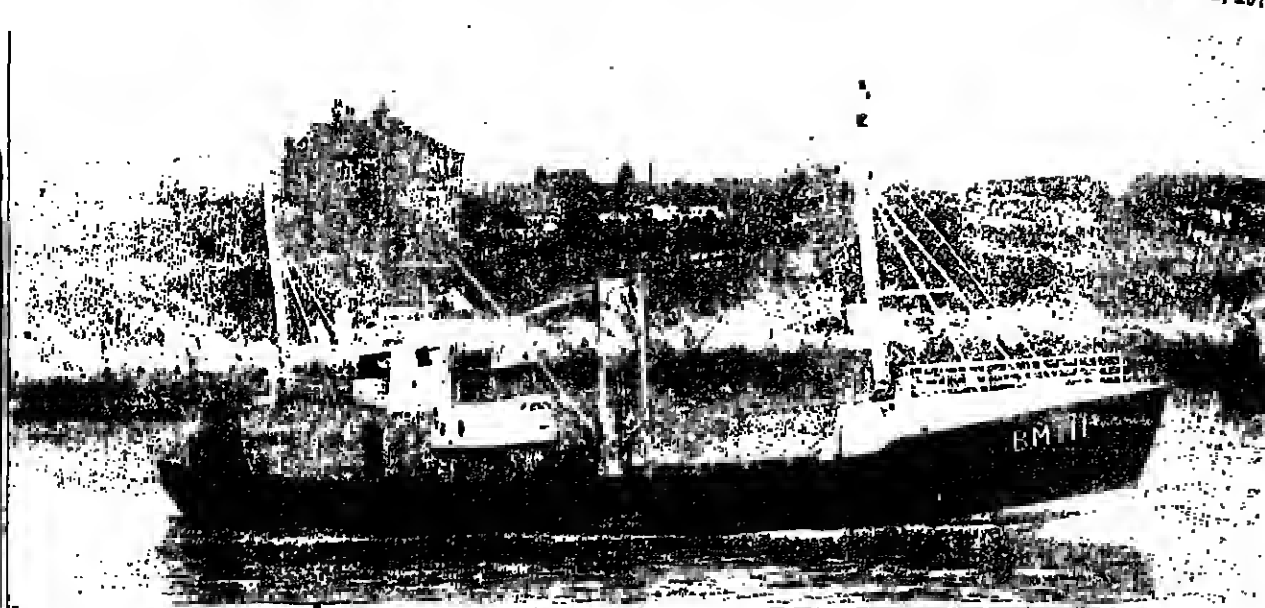
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FISHING NEWS



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The 106ft. Brixham-
based vessel has been a
regular in the list of top-
earning south-west
vessels.

Skipper-owner John
Perkes has decided to step
down to a smaller vessel —
around the 80ft. mark.

Scalloping

Jannie Marie was built in
Holland in 1960 and has
worked out of Brixham
since 1972. Main power is
supplied by 600 hp Stork
Werkspoor engine and the
vessel is fitted out for beam
trawling and scalloping. A
net drum and hauler is in-
stalled for mid-water
fishing.

The vessel has a chilled
fish room and accommoda-
tion for a crew of six, plus
skipper.

The main dimensions of
Jannie Marie are: registered
length 96ft., beam 21ft. 6in.
and depth 12ft.



EYEMOUTH'S 'TALISMAN'

CHAMPAGNE flowed when
Skipper Tom Walker's new
28ft. lobster boat was
christened at a ceremony at
Eyemouth harbour in
Berwickshire.

The boat (above) was named
Talisman by his wife,
Margaret, who received a
bouquet after she cracked the
champagne bottle over the
bows at the first attempt (pic-
tured right).

Built by the Eyemouth
Boat Building Co. Ltd.,
Talisman will join the
Eyemouth inshore fishing
fleet.

She is fitted with a Petters
45 hp engine which also
powers the hydraulic pot-
hauler.

Fishing—the fatal facts

THE RISK of being killed on the job is up to 16 times greater in fishing
than mining according to Government figures.

A table published by John Grant, Under Secretary for Employment, is

YEAR	FISHING		COAL MINING		MANUFACTURING (FACTORIES ACT ONLY)	
	Fatal accidents	Incidence per 100,000 at risk	Fatal accidents	Incidence per 100,000 at risk	Fatal accidents	Incidence per 100,000 at risk
1961	30	114.5	236	39.8	313	4.6
1962	44	168.6	267	46.1	319	4.7
1963	24	98.4	264	40.8	276	4.1
1964	30	123.5	196	38.4	292	4.3
1965	47	196.7	210	44.9	288	4.3
1966	33	143.6	190	39.0	312	4.6
1967	20	88.1	151	36.1	278	4.1
1968	64	386.3	116	31.4	298	4.4
1969	39	140.9	100	30.6	286	4.2
1970	33	111.7	91	29.9	279	4.3
1971	26	122.6	72	24.2	251	4.3
1972	33	104.1	64	22.1	214	3.9
1973	28	123.9	80	28.8	238	4.2
1974	73	320.2	46	18.7	254	4.6
1975	29	135.6	64	24.7	188	3.7
1976	31	149.3	60	18.8	176	3.4
1977	—	—	40	16.8	182	3.6

response to a question
from John Prescott
(Lab, Hull, East) shows
how dangerous the oc-
cupation of fishing is
compared with mining
and manufacturing.

The latest year for
which there are com-
plete figures shows
that 148.3 of every
100,000 in fishing suf-
fered a fatal accident,
while in coal mining the
figure was 19.6 and in
factories 3.4.

The number of fatal
accidents in the three
sectors was: 31, 50 and
175.

BOARDING CODE

SAFE access to fishing vessels
in port is one of the points
drawing special attention in a
revised code of safe working
practices for merchant
seamen and fishermen now
being drawn up, said John
Grant, Under-Secretary for
Employment, in a written
Common reply.

FISH EXPO '78

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Special one-week tour
with seven nights at
the 57 Park Plaza Hotel

£249.50

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Beach, Freeport.

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Tel: (0738) 35370

August 11, 1978

August 11, 1978

NORRARD FLEET STAYS IN BUSINESS

NORRARD Trawlers — Milford Haven's
biggest firm — is going to continue in business
and not go into voluntary liquidation. This was
threatened on June 15 when the company's
directors said they intended to shut-down
because of the Government's failure to carry
out adequate conservation measures to curb
foreign trawlers' activities.

In a statement made after a
meeting between Norrard's
directors, other members of
the Milford Trawler Owners'
Association and members of
the local fish merchants'
association, Alan Packman,
one of Norrard's directors
said: "We were asked what
the prospects were and we in-
formed the meeting that we
were carrying on in business.
"In the last six weeks a few
concessions have been made
in conservation methods
which are to our advantage.

In particular the small mesh
for fishing nephrops is to be
banned from November
which means that foreign
trawlers will have to comply
with our mesh sizes. The new
measures are not enough by a
long way but they are a step
forward."

He added: "It was clear at
Friday's meeting that
everyone there wanted
Milford's fishing industry to
carry on. The last thing we
wanted to do was close down.
We have a good staff and a

good relationship with our
crews. We are only too plea-
sed to confirm that the
business will carry on."

This statement ends weeks
of uncertainty over the port's
local industry. Norrard owns
five vessels which are vital to
its future and news that
it is to carry on and keep
a large number of trawlermen
and dockmen in work has
been welcomed by all sections
at the port.

'Prince Philip' laid up

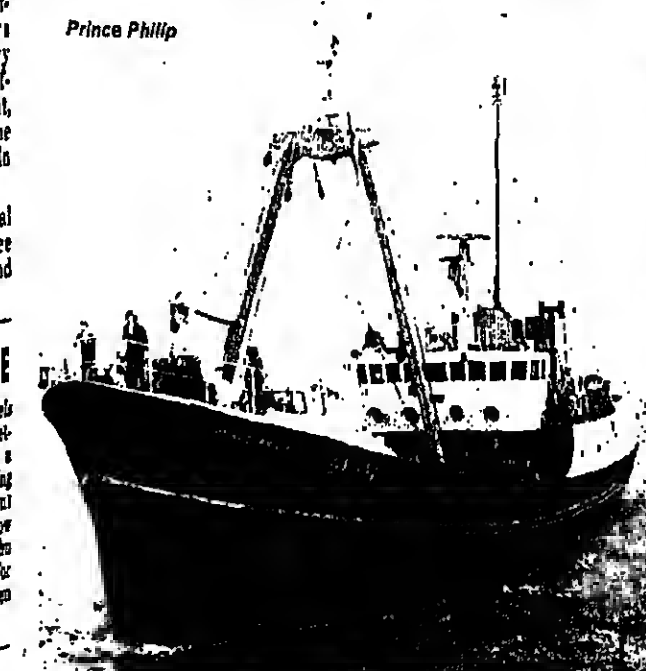
THE BOSTON Group at
Grimsby has been forced
to withdraw yet another
of its freezer trawlers
from operational fishing
and now has only three
vessels working from the
port.

This time the firm has laid-
up the 140 ft. Prince Philip,
for several years one of
Grimsby's top earning
trawlers among the smaller
vessels which regularly fished
on the distant water grounds.
Prince Philip no longer has

a north-east Arctic licence
and grossed only £12,636
from 487 kits after a 17-day
trip on home waters last week
to end up some £5,000 in debt.

The vessel will be kept ser-
viceable in the event of a
breakdown by another of the
firm's Grimsby freezers and
it is hoped will resume fishing
distant waters if a licence
becomes available.

A year ago Boston was
operating seven freezers at
Grimsby.



VAT LEVY ON BOAT SALES

SIR, My attention has been
drawn to the item "Query
on VAT" concerning the
sale of second-hand fishing
boats in Fishing News, April
22, 1977.

The statement that no VAT
is chargeable if a sale is a
second-hand fishing boat to B
is an incomplete statement of
the tax position which has led
to misunderstanding.

The statement is correct
only where (i) A is not a
registered taxable person, or
(ii) the boat is over 15 tons
gross tonnage (when it is zero-
rated).

The sale of a second-hand
fishing boat of less than 15
tons gross tonnage by a
registered taxable person is
chargeable at the higher rate of
25 per cent.
This is normally chargeable
on the full selling price, but

LETTERS

There is a special scheme
applicable to second-hand
boats sold by dealers under
which, subject to certain con-
ditions, tax is charged only on
the difference between the
buying price and the selling
price.

Where a boat is sold through
a broker, the letter's commis-
sion is taxable at the rate
applicable to the boat, ie either
at the higher or zero-rate, as
appropriate.

C. M. HUNTLY,
Head of Information,
H.M. Customs and Excise,
Press and Information Division,
King's Beam House,
Mark Lane,
London.

FISHING NEWS

Prison threat to French skipper

THE skipper of the
Boulogne trawler Colibri
II was fined £1,200 with
£100 on a fine at Dover last
week for fishing inside
British limits with a net
having too small a mesh.

Skipper Auguste Wacogne
pleaded guilty to three
charges and was told by
magistrates that he would be
jailed for 180 days if the fine
was not paid. They con-
fiscated the illegal parts of his
net.

Colibri was arrested by a
Royal Navy vessel off
Dungeness.



Pleaton Sea Eagle — one of Norrard's Milford fleet.

Half measures make whole disasters.

Having one searchlight is like being half blind, and the half you don't see could
be a whole disaster. It is safer to have two searchlights so that dangerous
blind spots are removed.

When a man goes overboard, he can't choose which side, and with only one
searchlight, it could be a choice of life or death.

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When the choice is between life and death, doesn't it make sense to take full
safety measures?

Contact: Francis Searchlights, Lucas Marine Ltd, Union Street, Bolton, Lancashire BC2 2HU
Telephone: Bolton (0204) 27196 Telex: 63486

Lucas Marine

Shetland start

THE STERN trawler *Boston Sea Eagle* (below) is going off for a three-week trial trip searching for mackerel off the Shetlands and in the Minches. She had her fishing trial from Lowestoft on Tuesday last week with her skipper, Alec Lincoln (below left), the former skipper of *Boston Sea Eagle*. *Sea Eagle* was built at the Great Yarmouth yard of Richards (Shipbuilders) Ltd. for Boston DPF Co.



ST. KILDA MISSION CREWS ARE HUNTED

EDINBURGH parish priest, Father John Wilkinson, wants to contact any fishermen who were on the trawlers *Walwyns Castle* and *Phrontis* in 1944 after an RAF Sunderland crashed on the uninhabited island of St. Kilda killing the crew of ten.

The bodies were so badly mutilated that it was decided to bury them at sea and the ceremony took place on board Consolidated Fisheries' trawler *Walwyns Castle*.

The Fleetwood trawler *Phrontis*, commanded by a Fleetwood skipper and Belgian crew, took workers over to the island to clear the wreckage.

Next year he plans to erect a memorial to the victims of the Sunderland disaster and to the eight people who died when two other RAF

planes crashed nearby. He said: "There has been a long connection between Fleetwood and St. Kilda. It was the only place where hundreds of people lived such a life that skipper would keep them cool to keep them and food when they were hungry."

"I would particularly like to contact anyone who is anything about *Walwyns Castle* or *Phrontis*. I would also like to hear from anyone who was putting into St. Kilda the settlement was being made."

Phrontis was built and owned by the Staam Fishing Co. Fleetwood. *Walwyns Castle* was a 125 ft. vessel. Smiths, Middleburgh, in the Consolidated Fisheries Grimsby and worked Swanses for many years.

ALL OF THE sand polluted by oil from the wreck of the tanker *Eleni V* has now been removed from the Suffolk beaches.

Fishermen, like holidaymakers along this coast, seem to have managed to keep clear of the oil which sunk on to their fishing grounds, but a couple of months ago there were many worried faces at Lowestoft, Aldeburgh and Southwold.

The spill was relatively small. About 4,000 tons of heavy fuel oil was deposited in the sea off Lowestoft after a collision between *Eleni V* and a French freighter on May 6.

The problem was that some of the heavy oil sank to the seabed, where it fouled trawls, crab pots and pot mooring lines.

At Aldeburgh, well-known crab fisherman Bill Burrall said that, during May when crab catches should have been at their peak, they plummeted to their worst level. "We have no proof, but we believe the oil must be responsible for the poor catches," he said.

Another problem arising from this oil spill was that, for several days, fishermen at Southwold were prevented from leaving harbour because of a large boom fitted across the entrance. The aim of the boom was to prevent oil from flowing in with the tide — but it also prevented small boats going out to sea.

Southwold fisherman kept a record of the damage to their gear and the fishing time lost by pollution in the hope that they can claim compensation. Let's hope they are lucky!

On the south coast we have a growing fear of a major oil spill. The maritime nightmare of a major oil spill feared by all fishermen came alive in March when the 230,000 ton super-tanker *Amoco Cadiz* became wrecked off the Brittany coast. Some 69m gallons of Arabian oil flowed into the sea.

History's largest oil spill tainted more than a 100 miles of a coastline known for its vigorous fishing in-

shell fish chat

dusty. Oil covered some 2,000 acres of oyster beds — the source of a third of France's shellfish supply. Local residents, their fishing economy destroyed, posted hand-painted signs that read "La mer est morte" — the sea is dead.

Of course the truth will not be known for years. Some biologists predict that the damaged areas will quickly regenerate.

Dr. Norman Holme, a British marine biologist who has studied the effects of the much smaller Torrey Canyon spill, believes that seven to ten years may pass before the polluted French shores regain their natural balance. One thing must be done when a spill occurs and that is to consult local fishermen.

Prevention

We have a sound knowledge of tides, etc., in our area and our advice, based on years of practical observations, could help both in prevention and clear-up of the oil pollution. Did you note that I said — "when a spill occurs?"

Let's make no bones about it: the chances of an oil spill occurring in the immediate future are considerable but, at least, the Government has accepted this fact and from what the press is reporting contingency plans which could go into immediate operation.

AT THE last meeting of the Sussex Sea Fisheries Committee one of the members suggested that the time has now come for the Ministry to take over the registration of fishing vessels with a view to controlling their numbers in the interest of conservation. This is because the number of part-time

fishermen are increasing in the area.

He was supported by another member who complained that he was in no doubt that very few of these part-timers declared their gains in their tax returns.

The chief fishery officer reported that he had proposed to the Ministry as far back as 1972 that there should be a review of the present registration system — and had made a similar recommendation to the select committee of the House of Commons during its recent enquiry into the fishing industry.

One of the suggestions put by members of the Sussex Sea Fisheries Committee, which seemed fair and relevant to me, was to restrict the amount of gear used by part-time fishermen who earned less than 75 per cent of their income from fishing.

The restrictions suggested were a maximum of five lobster pots, 200 hooks or 10 metres of trammel net. I agree that it would be unfair to prohibit the hobby fisherman from catching a few fish, lobsters, etc., for the pot — but some of these boys are now competing with us chaps who make (or try to make) a living wholly by fishing.

A Lt. Comdr. Moorey pointed out that the sea is open to all and he doubted if any Government would be willing to discriminate against individuals. I'm sure that the Lieutenant has a well paid job in an office and doesn't have to contend with smaller catches as more and more boats fish small stocks!

The committee agreed that some form of action was necessary in the interest of conservation and it was hoped that an MP could attend the next meeting with a view to bringing-up the problem at Government level.

I've noticed that in our area we seem to get smaller crab catches when the tides are falling — i.e. towards neap tides. We always use good-quality frozen gurnard for bait — and so some other factor seems to be involved? When I used to dive I noticed that when the tide

was running strongly crabs and lobsters sheltered behind boulders, stones or even made depressions in a sandy bottom. This suggests that, at times of strong tidal flows, these crustaceans remain inactive until the tide slackens.

During the spring tide periods, when tides run hard, they could be sheltering for several hours. By this time they must be hungry and our bait attracts them into the pot — hey presto — good catches!

During neaps when tides are slack, the crabs and lobsters can move around and have more chance to

We all accept that stocks are declining due to overfishing, but it must be another factor which reduces catches around all the UK.

We all know that lobsters, being cold-blooded animals, are affected by sea water temperatures. If the water is warm their body temperature rises, their metabolic rate increases and they get hungry and enter our pots. When it's cold they're not too hungry and don't bother to feed.

Recently at sea I thought — "my calendar is wrong — and it's November!" It was

A lobster sheltering to avoid a tidal current.



Crab caught by shellfish Laboratory, Bournemouth-Crouch.

led on their natural food — our bait becomes less attractive.

Woe, of course, still takes them in our pots — but fewer numbers. Only an idea I got while steaming out to the pots the other day — s'ny comments from anyone?

Sunshine

IN EARLY July we were still getting £2.60 a lb. for our lobsters — a good price for the time of the year. This price reflects the scarcity of lobsters on the south coast, but, from all accounts, lobster landings have been poor in coastal areas from Wales to Northumberland.

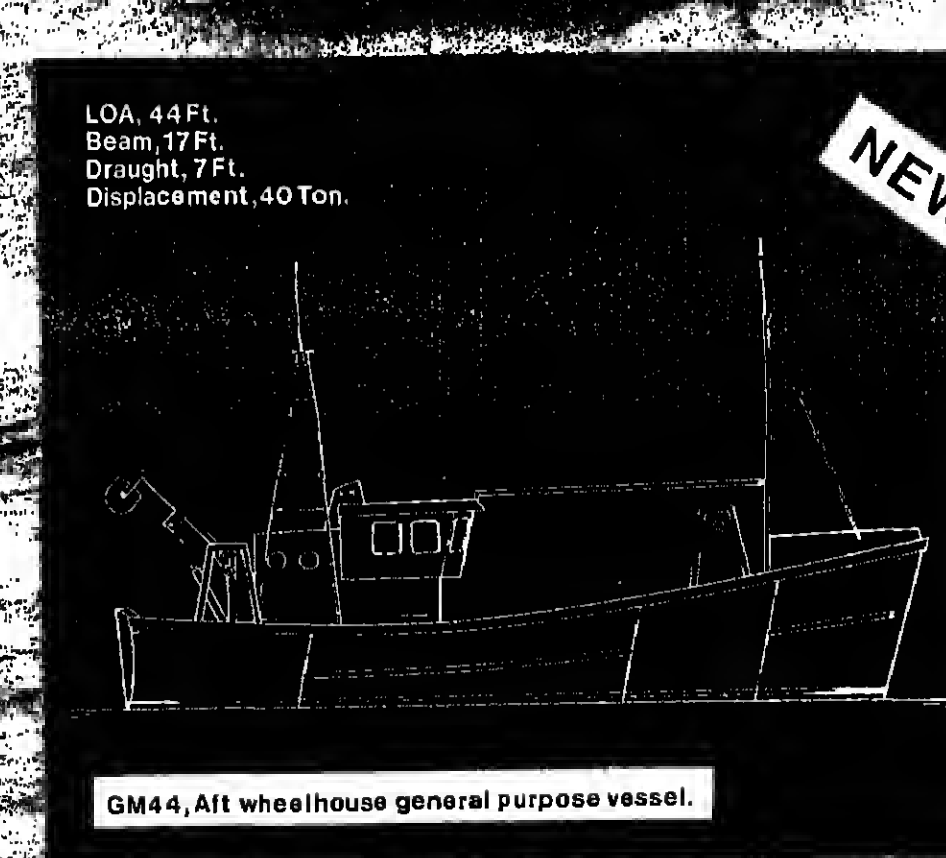
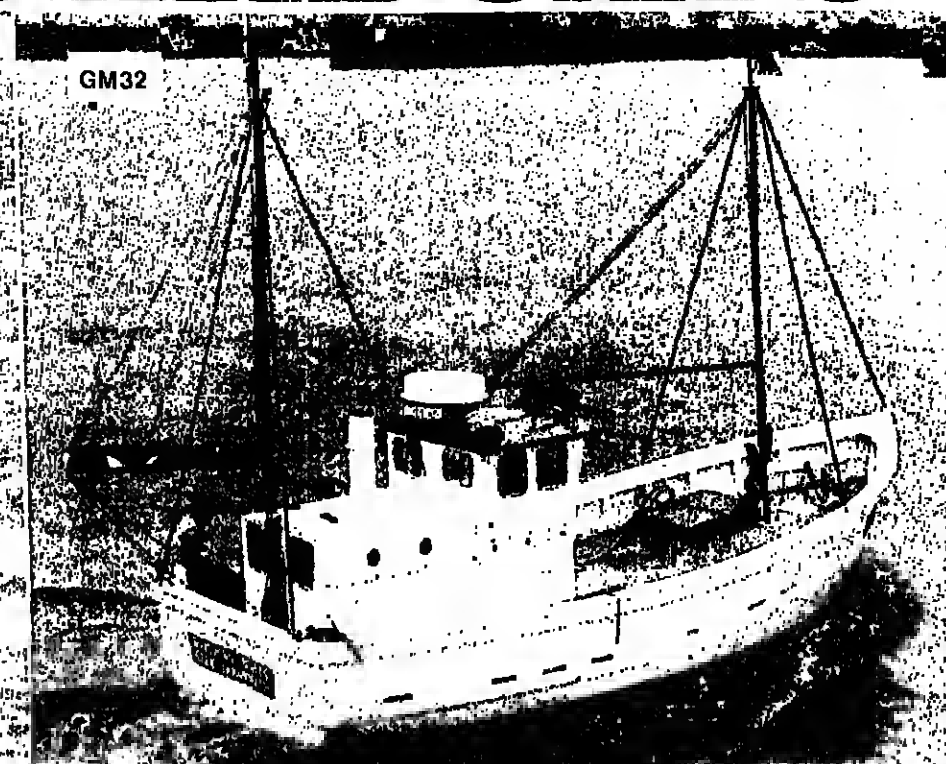
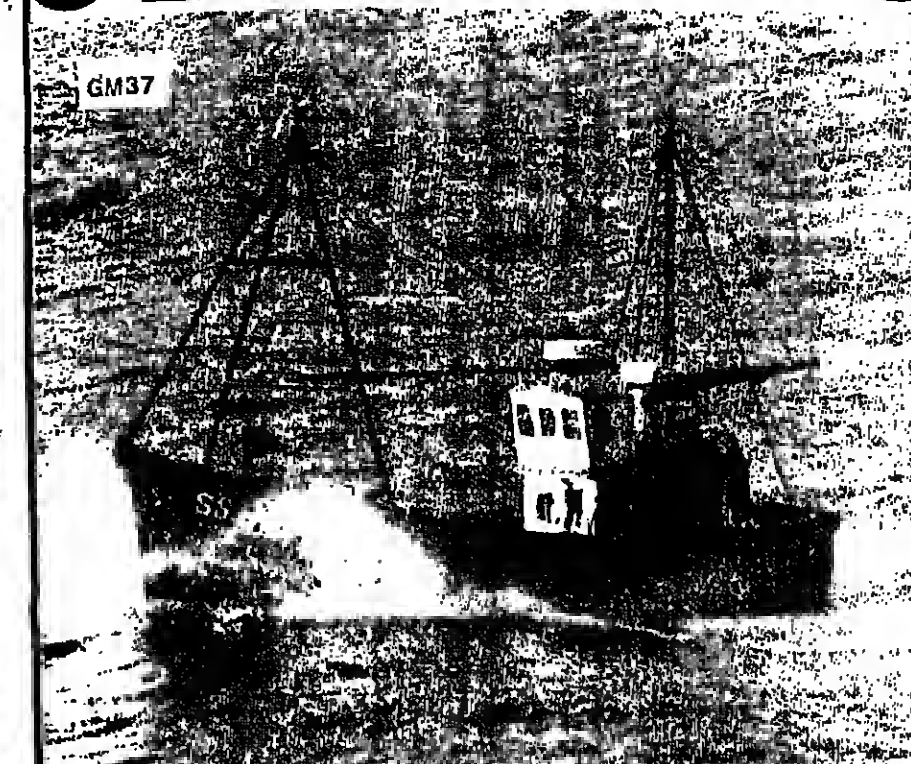
A couple of week's of sunshine could help, but most of our lobster seasons are so short now it could possibly be too late. We could say that it's nature's way of conserving the lobster stocks — but it doesn't help to pay the bills!

There seems to be a decline in north-west we are going through a period of decline in catches.

In the 1970s the decline seems to have been with the prevailing wind from the north or north-west. We don't seem to get the warm sunny weather in the spring and the remaining cold, though much of the early season.

What continues to be our crab catches have been good. But I've noticed dozens of lobsters in the ton of crab.

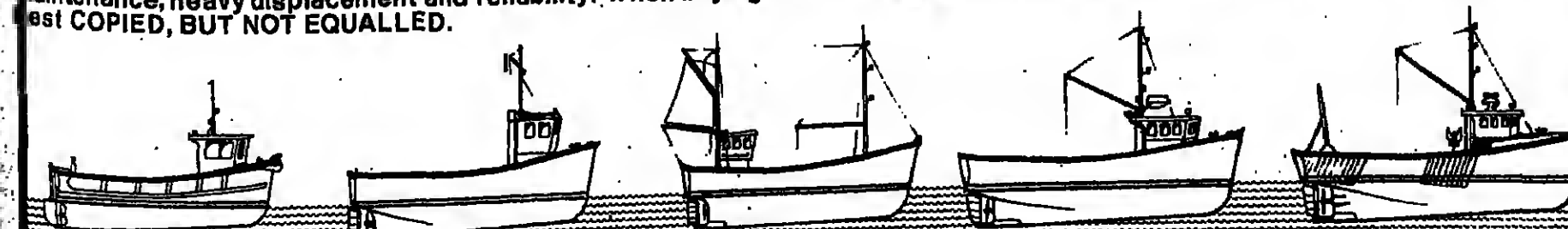
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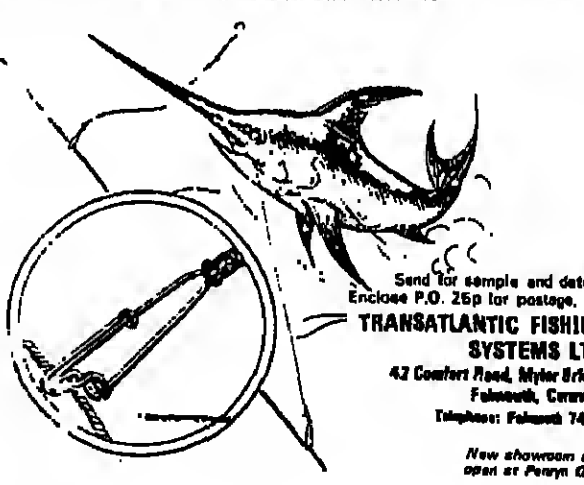
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Warp for work anchor

"I HAVE acquired a heavy Meon anchor and about 30 ft. of 1 in. chain with a 30 ft. boat which I have just bought. The rest of its ground tackle consists of a small stockless anchor and about 18 ft. of warp of dubious quality."

"I expect to do quite a lot of anchoring under varying conditions, but in normal circumstances would not want to use the Meon as I have no means of hauling the chain mechanically."

"What I would like to use for everyday working is a smaller anchor shackled to a few fathoms of chain and a strong warp made of synthetic fibres that I can haul with the capstan."

"What size and type of anchor and warp would you suggest?"

I suggest you get a 22 lb. Bruce anchor, which has three claws and no moving parts to get clogged or jammed by small pebbles or stones. It is stockless and easy to handle, and the claws dig into any type of bottom exceptionally well. Once they have got a grip, the anchor will hold your boat in most circumstances.

The Bruce anchor is constructed in one piece from heat-treated cast steel and the manufacturers claim that an 11 lb. unit has the equivalent holding power of a 394 lb. plough anchor or a fishermen pattern anchor weighing nearly 400 lb. It is also claimed that it will bury and hold better than other types of anchor on a short scope of cable.

I suggest that you shackle about four rethorns of Persons short link, high tensile steel chain to the anchor. As it was designed and produced for making bridges for deep sea trawls, this chain is far stronger and more resistant to abrasion than ordinary mild steel chain.

It is not quite so heavy as the latter and therefore not often used as anchor cable, but would be highly suitable for your particular purpose.

By way of a warp I suggest you get about 20 ft. of two in. circumference Multiplex eight-strand nylon rope and splice it to the inboard end of the chain. This rope possesses all the advantages of any nylon rope for anchoring purposes — it has high tensile strength, will stretch considerably before it breaks and does not float.

Size for size, it is as strong as three strand nylon rope. It grips well on winch barrels, capstan heads and sheaves of hydraulic haulers. In addition it is a delight to handle and does not kink.

An exceptional advantage possessed by it for use as anchor warp is that it is easily splicable to chain. When this

is done, instead of warp being attached to chain by means of a splice, thimble and shackle, there is nothing to obstruct free passage of the cable through bow fairlead or hawsepipe.

In your case you could haul away until the splice reaches the capstan head.

Illustrated instructions about how to splice Multiplex to chain are contained in the Merlow Guide to Knots and Splices — a booklet obtainable, as is the rope itself, from Hawkins and

offer new types of oilskins made of new materials. Vetroplastics, for instance, have recently introduced a new design of oilskin which might suit deckhands in the rapidly increasing number of seiners fitted with gutting shelters who are exposed to the elements only when working the power block and rope reels.

The jacket of these oilskins is a hybrid between the traditional oilskin coat and a modern smock. It fastens down the front by metal

John Burgess' Log



Tipson Ltd., Merlow House, Hailley Road, Thamesmead, Erith, Kent.

High tensile steel chain is obtainable from the Persons Chain Co., Stourport-on-Severn, Worcestershire, and Bruce anchors from Bruce Anchor Ltd., Northfield Broadway, Edinburgh.

Gear for the wet

A SHORT while ago somebody wrote that knee-length oilskins, smocks and sou'westers were garments of the past; that nowadays nobody wears anything but hip-length smocks with hoods and oilskin trousers.

This statement may have been correct in so far as it applied to the crews of side trawlers accustomed to spending many hours gutting fish on exposed foredecks. But to convey the impression that no one wears any foul weather gear in fishing vessels other than short smocks and trousers was somewhat misleading.

A skipper who only emerges from the wheelhouse occasionally for short periods — say, to inspect a catch closely — does not want to have to go to the trouble of donning smock and trousers and then have to struggle out of them every few minutes. Neither does an engineer who may have to emerge from shelter from time to time to maintain deck machinery.

Both of them want an oilskin which they can slip on and off quickly and easily, yet will give them adequate protection while on deck.

For them, and others like them who have specific requirements, manufacturers and suppliers continue to

studs, has two side pockets and a hood.

It is made of a supple lightweight PVC material, has vents in the hood as well as under a cape, and can be doctored or discarded in seconds. It is supplied with trousers made of the same material.

Anybody gutting and handling fish under shelter, and going on deck only when hauling and shooting, could wear the trousers all the time and slip the jacket on or off as circumstances dictate. Such a suit of oilskins would be more convenient than a pull-over type smock and trousers. Further particulars about the suit are obtainable from Vetroplastica Ltd., 57 Rochester Place, London NW1 9JU.

Plastic hoops

"I WANT to replace the cone hoops in my fyke nets with plastic ones. Do you know where I can get them?"

The only manufacturers of plastic hoops are in Denmark, as far as I know.

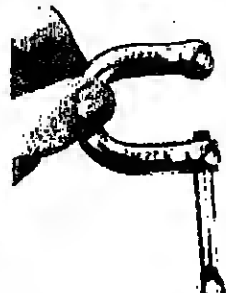
Panther Plast, manufacturers of the well-known Nokolon floats, make them in several different sizes. They are slightly smaller in diameter than cone hoops usually used for making hoops and have serrations on their outer edges into which the netting fits.

They are intended to be fitted inside the netting and lashed to it.

Hugh Norman (Merline Seals) Ltd., Ythan Cottage, Ellon, Aberdeenshire, the company which imports Nokolon floats and distributes them in the UK, may be able to get them for you; or direct from Panther Plast A.B., DK 4780, Vordingborg, Denmark.

Hellerup Maskinfabrik makes double plastic hoops at Absalonsgade 48, DK 1858 Copenhagen 5. They consist of an inner ring designed for fitting inside the net and an outer ring for fitting outside and attaching to the inner ring by means of small locking pins. They are somewhat more expensive than single hoops but they give nets greater protection from wear.

Improved shackle



A NEW and improved type of shackle has been patented and put on the market by a French firm recently.

It is known as the Cap Pin Shackle because of its larger diameter than threading on a conventional pin and it cannot come out of the body of the shackle.

The new device is made of stainless steel and is considerably stronger than conventional stainless steel shackles of the same size. Details are obtainable from the manufacturer, Wichard, B.P.39, 6 Thiers Cedex, France.

Artificial pot bait

"SOMETIME ago I mentioned an artificial lobster and crab which was being sold in the USA. Do you know whether it is good and whether it is available here?"

The bait mentioned is known as High Line bait. It is a supple plastic bag designed to be baited before attached to bait strings. It imitates a lobster or crab, poses and twitches like a real lobster and crab. It is a few bags to try, but it would attract lobsters and crabs. It is, however, to be a somewhat expensive way of attracting them.

I believe that R. Leskey of The R. House, Seattle, Washington, reported this bait for a time. The firm may still have some available. Check the only source of supply, the Spartan Research Corporation, PO Box 18, Weymouth, Maine 04190, USA.

Another American producer of artificial baits is Seepro Incorporated, 869, 789 Main Street, Rockland, Maine 0484. Their product is known as the Kind Mk. 12 bait and consists of herring, dehydrated vacuum-sealed at very low temperatures, with molasses added. An antidote is added for Atlantic salmon. A Kind bait is supplied in 40 lb. tubs — creels — and Seepro supply plastic jars with forced screw-on lids to put in its storage life is limited.

ANY QUESTIONS?

IF YOU have any questions about boats, equipment or methods, John Burgess is always prepared to answer them. They may be answered in a stamped address only, or by post.

Bid to curb fish dock thefts

FISHERMEN are up in arms over the amount of vandalism and theft from their vessels moored at North Shields. They now want talks with the Port of Tyne Authority and MP, Navilla Trotter, about increased security on the docks.

George Crawford, chairman of the North-East Fishermen's Association, said the situation on the fish quay was getting out of hand.

"There have been thefts of navigation lights, which end up in antique shops. In addition about 80 portable TV sets have been stolen," he said.

Mr. Crawford says fishermen using the port would like the Port of Tyne Authority to provide a hut and watchman to keep guard over the boats.

"At times, including the

Scotsmen, there can be 70 or 80 boats tied up," he says.

"We pay a lot of money to the authority in harbour dues and think we

are entitled to some form of protection."

A spokesman for the port authority said that he could not comment on the claims of vandalism

and theft, other than to say: "There is a port by-law which requires a competent person to be on board vessels at all times."

London base for steamer

AFTER FIVE years berthed in the Haven at Great Yarmouth, the Meritime Trust's steam-hauling drifter Lydio Eva left the harbour for the last time last week.

She led out a procession of Toll Ships about to race to Scandinevia, then steamed to London to join a collection of historic vessels in St. Katharine's Dock, near the Tower of London.

Lydio Eva was built in King's Lynn in 1930 and operated from Great Yarmouth until the decline of the great North Sea herring fishery in the late 1930s. She was bought by the Trust in 1971 and restored to her original condition — including her triple expansion reciprocating engines and coal-fired boiler.

The trust placed her in Great Yarmouth in 1973 where she was displayed as a museum ship with the help of

Norfolk Museums Service. It was decided to move the Lydio Eva to London because the revenue earned from visitors fell far short of the amounts to keep her in

steaming condition; and it is hoped that hundreds of thousands of people will see her in London and learn of the great herring fleets of which she is the sole survivor.

SANDEEL DEAL

A DANISH carrier loaded 800 tons of sandeels supplied by Shetland boats last weekend under an arrangement between the Scottish Fishermen's Organisation and the firm Euroclap.

This firm was formed by the SFO in partnership with a Danish fish meal company in a bid to keep the local fleet fishing up to capacity.

The Shetland meal and oil

factory can handle only 1,200 tons of sandeels a week, but the fleet's catching capacity is around 1,800 tons.

Two weeks ago the Bressay factory's pits were full and instructions were given to the shippers to lay off for a week.

The carrier Costas was introduced to help cope with the present landings and the Danes are paying the same price as the local factory — around £30-a-ton currently. Both buyers take their chance on quality.



Outstanding trainee Ian Blissett (18) receives a special prize from Robbie Blair as other students look on. Vernon Green is seen (centre) and Murdo McIlwain, chairman of the Fishermen's Training Scheme Committee (right of Mr Blair).

Port winning battle to survive

GRIMSBY has faced up to the changes in the fishing industry and is winning through, Robbie Blair, Grimsby's prospective Conservative Parliamentary candidate, told a group of youngsters entering the industry at the Humber port last week.

Mr. Blair was speaking to 14 recruits who had just taken their first successful step to a sea-going career and had passed an introductory course for trainees at the Grimsby College of Technology.

He told the boys — seven from Grimsby and seven from outside the port — they still had every chance of a very bright career in fishing despite the Jeremiahs who were trying to write it off.

"There was still no reason why they should not go right to the top in a changing industry which had survived devastating blows to the distant water section and remained untroubled by other political pressures without any financial assistance from the Government," said Mr. Blair.

On this point he said it was sad to see the present Government spending millions of pounds on industries which were clearly incapable of adapting to change.

Commenting on the effects the changing industry had on Grimsby, Mr. Blair said fully one-third of the working population depended on a successful fishing industry and he disagreed with those who said the port had a future without one. "Not only does it need it, but it has a very bright future here."

Policy

In conclusion, Mr. Blair felt a redundant trawler should be converted into a holiday home for schoolboys living inland to give them a "whiff" of the excitement of a career in the industry.

For the Fishing Vessel Owners' Association, which organises the course, Vernon Green of Boston Deep Sea Fisheries said he thought the idea was good, but felt "politicians" should concentrate more effort on rescuing

the Common Fisheries Policy (within the EEC).

He feared Britain would give far too much away as a result of forthcoming "give and take" negotiations. "The distant water industry in Grimsby is finished, there are no two ways about that, and in a few years there will not be a distant water trawler in Grimsby."

However, despite the decline of the deep-sea fleets, Mr. Green did point out that there were more fish being landed in Grimsby this summer than last year when the trawlers were still fishing. On Government aid to other industries, Mr. Green said people should also look at the £800-million of loans which the present Government had made to the poorer countries of the world and just written off.

Earlier Mr. Blair presented certificates to the trainees, and a special award to 19-year-old Ian Blissett of Grimsby who had been the outstanding student.

Plaque to 'A.J.'

A PLAQUE has been unveiled at Loos Harbour office to mark the long and valuable service of veteran fisherman Alfred Pengelly to Loos Harbour Commission.

Mr. Pengelly — known as "A.J." — is now 73. He was a harbour commissioner for 32 years and the commission's chairman for 20 during his career in fishing spanning half a century.

For 40 years he was chairman of Loos Fishermen's Protection Society and was a member of Cornwall Sea Fisheries Committee for 28 years. He received the British Empire Medal for his services to the industry.

The plaque, in Cornish slate, was unveiled in "A.J.'s" presence last Saturday by the commission's present chairman, Mike Sooley.

Mr. Pengelly went to sea at the age of 14 and has written a book about his memories.

The latest placings list, covering all trips up to the end of June, shows that the Newington wet fisher was 7,516 points ahead of Murr's Westalla.

The latest monthly table is given below with previous positions in brackets. Only 14 ships are now taking part.

	Kits landed	Points
1 (1) C. S. Forrester (Newington)	14,047	31,068
2 (2) Westalla (Murr)	11,330	23,400
3 (3) St Dominic (Hauling)	9,438	20,490
4 (4) Sanderet Maughan (Newington)	9,818	20,123
5 (5) Arctic Cavalier (Boyd)	9,000	19,861
6 (6) St Giles (Hauling)	8,374	18,328
7 (7) Ross Sirius (Boyd)	7,960	18,225
8 (8) St Germain (Hauling)	6,968	14,225
9 (9) Arctic Vandal (Boyd)	5,245	12,783
10 (10) Ross Alair (Hauling)	5,584	8,430
11 (11) Lord St Vincent (Boyd)	4,137	6,274
12 (12) Arctic Rebel (Boyd)	1,147	3,260
13 (13) Ross Orion (Boyd)	703	1,872
14 (14) Loch Eriboll (Boyd)	554	1,301

Iver Christensen introduce their new Midwatertrawl

For faster towing speed the Midwatertrawls are now made with 128 inch mesh (1800mm half mesh) in the wings and first section of belly, or with rope wings and 128 inch mesh in first section of belly. The big mesh or the ropes will also help with the jelly-fish problem. The nets are fitted with stainless steel combination ropes for better opening and more stability, and are easy to handle through the power block. This net is presently being used by Danish and Swedish vessels in the Kattegat and Skagerrak waters with great success. The net can be made either for pelagic or single boat trawling and will also be ideal for mackerel and sprat fishing.

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'Forester'

From page two

nor skippers have any control have led to a very deplorable situation which looks like worsening owing to the continued lack of a Common Fisheries Policy.

"Already little worthwhile distant water fishing is left open."

"Conservation was a reason for our exclusion from Iceland, but now there are more Icelandic ships fishing there than ever there were when our own fleet were operating there."

"I feel that, at the moment, the Icelanders are simply providing our own country with fish surplus to their own requirements and that, when winter comes and fishing is slower, they will not be supplying the British market to anything like the same extent."

"Then I forecast them filling or salting any fish on offer and making more for it elsewhere."

Quality
"Meanwhile, we cannot compete with the Icelanders on either size or quality of catches."

"As most of the fish caught in the north-north east seas open to us is of the small side, it is of lesser appeal to merchants than that from around Iceland. I understand that, at the moment, fishing off the North Cape and Kogur ground is very good."

"We brought hock from Bear Island a mixed catch of both small and big fish, but the market demand was disappointing."

THE FIRST glassfibre fishing boat moulded with a balsa core hull by Versatility Workboats of Rye, Sussex, is now being fitted out by Renk Marine of Port Humber.

The hull is seen leaving the mould outside Versatility's new factory and, already, the engine has been fitted and the wheelhouse supplied.

The wheelhouse is again of core construction, being smooth and frameless inside and out. Versatility's boss, Mike Haynes, says he expects to put the wheelhouse in production for sale.

Rank and Versatility will be showing the new 35-footer jointly at the Southampton Boat Show.

Meanwhile, the moulders expect to have a new 43-footer in production soon. The first will have a high-density PVC core similar to that used on Swedish gunboats to withstand exploding mines. Main dimensions are: length 43 ft. 4 in.; waterline length, 39 ft. 4 in.; beam 17 ft.; end draft, 6 ft. 4 in.

FIRST CORE HULL

Merchants get ready to conquer Italy

THERE'S STILL room for a few more fish exporters to join the White Fish Authority's sales mission to Italy in October.

Around 25 merchants are already booked on the trip which is to visit Milan, Genoa, Venice and Rome

starting on Sunday, October 1, and returning on Saturday, October 7. Price is £320 with double room accommodation and £342 single.

At present UK fish exports to Italy are almost minimal. The tour is centring in the north of Italy, the country's main fish importing area. Most fish is eaten in the south of Italy.

France, while skinned pleist fishlets supplied by Denmark are very popular.

Other fish and shellfish in demand are: monk, whiting, bass, squid, crawfish, shrimps, scampi, salmon and lobster.

British embassy staff in Italy will be assisting merchants, as happened during last year's successful mission to Spain, and meetings will be set-up with Italian merchants and processors. An interpreter will travel with the party.

More details are available from: the White Fish Authority, 10 Young Street, Edinburgh EH2 4JQ. Telephone: 031-225 2515.

PLYMOUTH City Council's planning department has received an application from a Teignmouth firm which, if successful, could create some 23 jobs.

The firm, Nusea Marketing Ltd., wants to use part of the former laundry building in Millbay Road for fish processing, packing and cold storage with a view to export.

In its application, Nusea says it wants to export fish products to the Continent and would also be looking for world-wide markets.

The laundry building, which is in industrial area, is thought to be ideal for the purpose as it is so close to the docks. Two ten-ton lorries would be expected to call daily.

CLEAN START FOR NUSEA

NET JOBS SAVED

COSALT LTD. has reached agreement with Consolidated Fisheries Ltd. in Grimsby to take over three net machines from Consolidated and to offer employment to six employees of the firm's net-making department.

Consolidated is continuing to assemble and repair gill nets in this department.

John Ross, chairman of Cosalt, and Nigel Marsden, managing director of Consolidated, said that the deal was a good one for both companies.

Humber trawlers bump

TWO GRIMSBY middle water trawlers were damaged in a near head-on collision last week as one vessel headed for home at the end of a trip and the other was outward bound.

H. L. Taylor's *Hondo* (right) was making for Grimsby late on August 1 and was north of the River Humber mouth when the 273-ton vessel collided with BUT's *Ross Juno* (below).

Both vessels were quite badly damaged by the impact and, although the 413-ton *Ross Juno* suffered some bruising on the port bows above the

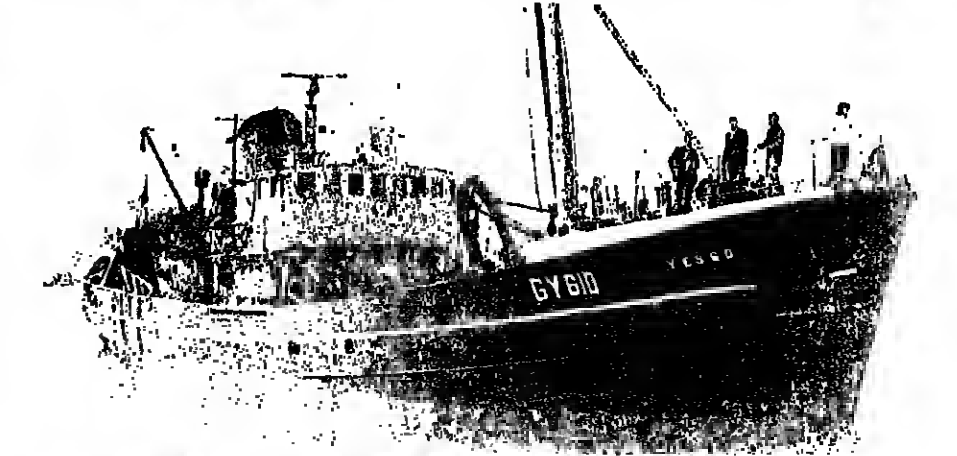
water line, it was *Hondo* — laden with 620 kits of fish — which sprang some plates and took aboard water through the leaks.

Fortunately the accident happened so near to port that *Hondo* and *Ross Juno* were able to return to Grimsby without any undue problems. The fire brigade pumped out *Hondo*'s forepeak and bilges once the vessel had docked.

No one was injured on either vessel as a result of the accident. There were reports of sea fog in the area. The two 413-ton *Ross Juno* suffered some bruising on the port bows above the



Grimsby's trip losses mount



Yesso — poor fishing off Feroe a big disappointment.

TRAWLER owners at Grimsby continued piling on their losses at the Humber port last week when only two vessels picked up grossings of more than £20,000. One was a distant water ship.

Consolidated Fisheries' *Crystal Palace* (Skipper Pat Blaney), back on the distant water grounds after a gap of well over 18 months, finished up well in the red with just £21,360. She had a turnout of

1,053 kits, including 750 of codstuffs, 100 of cod and 130 of reds, after a long 24-day Barents Sea trip.

To make matters worse, 106 kits of codlings and redfish found no offers and ended up at the fish meal plant.

The only trawler to adequately cover her costs was BUT's middle water *Ross Jockol* (Skipper 'Paddy' McCarthy). She hit the week's trawler high of £23,549 on the Monday market with a 15-day Westerley trip of 841 kits, mainly haddocks and

coley, and never looked like being overhauled.

The next best effort came from BUT's *Ross Kelly* (Skipper Pat Phillipson) on £18,873 from 1,089 kits after a 15-day North Sea/Westerley stint. However, with just 700 kits of coley in the big tally, the former distant water ship could not have expected a deal more.

One of the biggest disappointments was the poor fishing encountered by H. L. Taylor's *Yesso* (Skipper Ray Burres), one of the few ships able to work the selected Farnese grounds from Grimsby.

Winding up the third consecutive run to the area, *Yesso*'s 16-day trip earned only £12,063 from 390 kits of mixed fish, including 14 of halibuts.

On the credit side *Hondo* (Skipper Nick Lightfoot) made her best trip since March with a grossing of £16,002 from 920 kits, mainly North Sea haddocks and cod, but had the misfortune to collide with the outward bound *Ross Juno* when heading for home (see page ten).

Otherwise it was the same old tale of woe for the trawlers and the grossings gave some idea of the dimension of losses incurred: *Ross Genet* (£13,928), *Coriale* (£12,532), *Prince Philip* (£12,535), *Ross Lynx* (£12,513), *Sondo* (£12,418), *Ross Clivet* (£11,021) and *Ross Kelvin* (£15,752).

Total

As the trawlers stumbled through the week, the seiners and pair trawlers again made the most of North Sea fishing with another session of quality landings. There were plenty of foreigners, too, and the fish total for the week again passed 30,000 kits.

During the week ten local anchor-seiners collected grossings over £10,000. As reported last week, Skipper Villy Thomsen tore his old port seiner earnings record to shreds with a £18,684 grossing in Rossmore from 581 kits. Although this massive landing was largely codstuffs, the seiners also got among quite a bit of plaice.

One very noteworthy effort came from Skipper's *Mocondi* (Skipper Leo Holberg) with £10,760 from only 281 kits.

The Danbrit-argued pair *Carl Borum* (Skipper Graham Riley) and *Jacqueline Borum* (Skipper Jen Borum) clocked up their best trip of the year. They had a combined £30,829 from 1,271 kits in nine days to lift the pair trawling honours, while *United's* *Samantha* (Skipper Hugo Thinnesen) and *Tina* (Skipper Peter Thinnesen) made a £28,852 start after switching from sandels.

...FLEETWOOD RIDES HIGH

FLEETWOOD had good supplies on every landing day last week and there was a big selection for merchants to bid for. And it was not only the record-breaking pair team *Jockol* and *Fydeco*, which earned £79,814 (Fishing News, August 4), which did well.

The port's Iceland connection continued with landings by two vessels. *Odafjon* had 920 kits, including 250 of cod, 45 of plaice, 270 of haddocks, 200 of coley, 40 of ling and 50 of reds, which sold for £22,421. *Orvar* made £21,775 from 988 kits — 700 of cod and 200 of plaice.

Most of the port's homewater fleet worked Rockall, where they found comparatively good haddock fishing, although the fish were on the small size. The stern trawler *Lunedo* (Sk. Gordon Wignall) was the most successful. She landed 701 kits, including 600 of haddocks, worth £18,092.

Govino, commanded by Charlie Scott, came next with 730 kits — 500 of haddocks — which sold for £14,067. *Boston Stirling*, under Bill Bridge, completed the

Completing the landings were the pair fishers *Armona* and *Nuveto*. The former landed 500 kits for a grossing of £22,000, while *Nuveto* had 900 kits — 430 of cod, 55 of haddocks, 150 of coley and 40 of horse mackerel — worth £25,133.

Inshore boats found only moderate fishing but high prices.

MESH SWITCH ON HADDOCK

FLEETWOOD trawler owners J. Merr and Son are using trevise with bigger meshes than the minimum size in an effort to avoid catching big quantities of small haddock at Rockall.

A spokesman for the company said: "We are no longer using the minimum size. This is both for commercial reasons and for reasons of conservation; all the firms fishing at Rockall are looking at this."

Welcoming the move Richard Cook, president of Fleetwood Fish Merchants' Association, said: "It seems pointless bringing in a lot of small fish to be thrown away. And instead of dragging everything up it is conserving stocks for the future."

Merr decided on the move following recent trips when vessels returned from Rockall with large quantities of small haddock which, although above the minimum size, were not big enough for efficient filleting.

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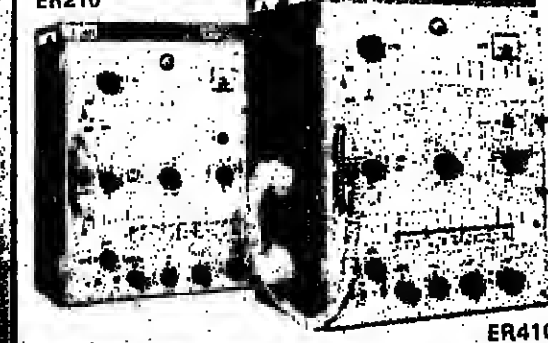
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REELS GO AFT ON NEW FLYD

report
from
GLORIA
WILSON

**report
from
GLORIA
WILSON**

THE COMPLETION of the 85 ft. *Kestrel* by Campbelltown Shipyard for Skipper Ian Sutherland of Hopeman marks an important development in the Scottish flydragging method of seining. All her gear-handling machinery is located aft of the deckhouse.

This has significant safety advantages as it enables the gear to be worked from the stern. Ropes are kept away from the foredeck where the crew guts and boxes the fish. *Kestrel* has also been fitted with a shelterdeck extending from deckhouse to whaleback to give the crew extra protection from the weather.

Many fishermen think that this layout will be adopted by other seiners as they now feel that the after deck is the logical position to house the gear-handling machinery.

Another Scottish fisherman, Skipper Donald Anderson of Peterhead, has adopted a broadly similar layout for his new 86ft. vessel ordered from the Merseyside yard of McTav Marine.

She, too, will have the gear-handling units aft, but these will include a trawl winch and net drum in addition to seine net winch, rope reele and power block.

Her deckhouse will be

Kestrel was initially built as a conventional stern winch with the intention of replacing the traditional forward winch. It was designed as a conventional stern winch with the intention of replacing the traditional forward winch. It was designed as a conventional stern winch with the intention of replacing the traditional forward winch.

Keatrel is the second of that name to be built at Campbelltown Ship & Skippers Sutherland. In 1976 he took delivery of a 120-ton high-seamer in 1976. In 1978 she was a top seiner with 120 tons the year and in 1979 a third with 120 tons.

The new **Keatrel** is a boat with an overall length of 85 ft. 3 in. Her predecessor was built at Peterhead and was 100 ft. long. She is built through the agency of the Australian Sea Fishery Commission.

Although she is seine net fishing at present, there is a strong possibility that the new vessel will try white fish pair trawling in partnership with the new wooden-hulled boat *Sunbeam*. She was delivered from the Richard Irvin yard in Peterhead earlier this year to Skipper William Smith of Lossiemouth.

GANTRY

For pair trawling Kestrel would have a trawl winch fitted forward of the deckhouse; the after towing block would be hung from a special gantry built over the starboard rope reel.

Keetrel is of similar dimensions and hull form to other 88ft. sailers from the Campbelltown yard and has a cruiser stern and raked stem. She has a length between perpendiculars of 78ft. 7 1/4in., registered length just short of 80ft., moulded beam, 23ft. 7 1/4in., moulded depth amidships, 12ft., and extreme draft aft, 11ft. 3 1/4in. Gross Tonnage under Scottish Part IV Registry is calculated at 116.

146. All her stealwork is protected inside and out by Metalife Molecular Metallic Zinc corrosion control systems and the boat is of all steel construction except for hatches, landing derrick and part of the wheelhouse top which are of aluminium.

LAYOUT below deck is traditional, with the forepeak followed by fishroom, engine room and crew's cabin. Wing tanks in the engine room have a total capacity for 5,700 gallons of fuel oil, while fresh water is carried in a tank at the forepeak.

Kestrel is powered by Mirreless Blackstone type ESL6MGR air-starting engine with a continuous rating of 600 hp at 750 rpm. It turns a Bruntons fixed-pitch propeller through a Mirreless Blackstone NM2.5 gearbox with a 2.5:1 reduction ratio.

Dust-station Chadburn
Blockthe remote controls for
the engine are fitted in the
wheelhouse.

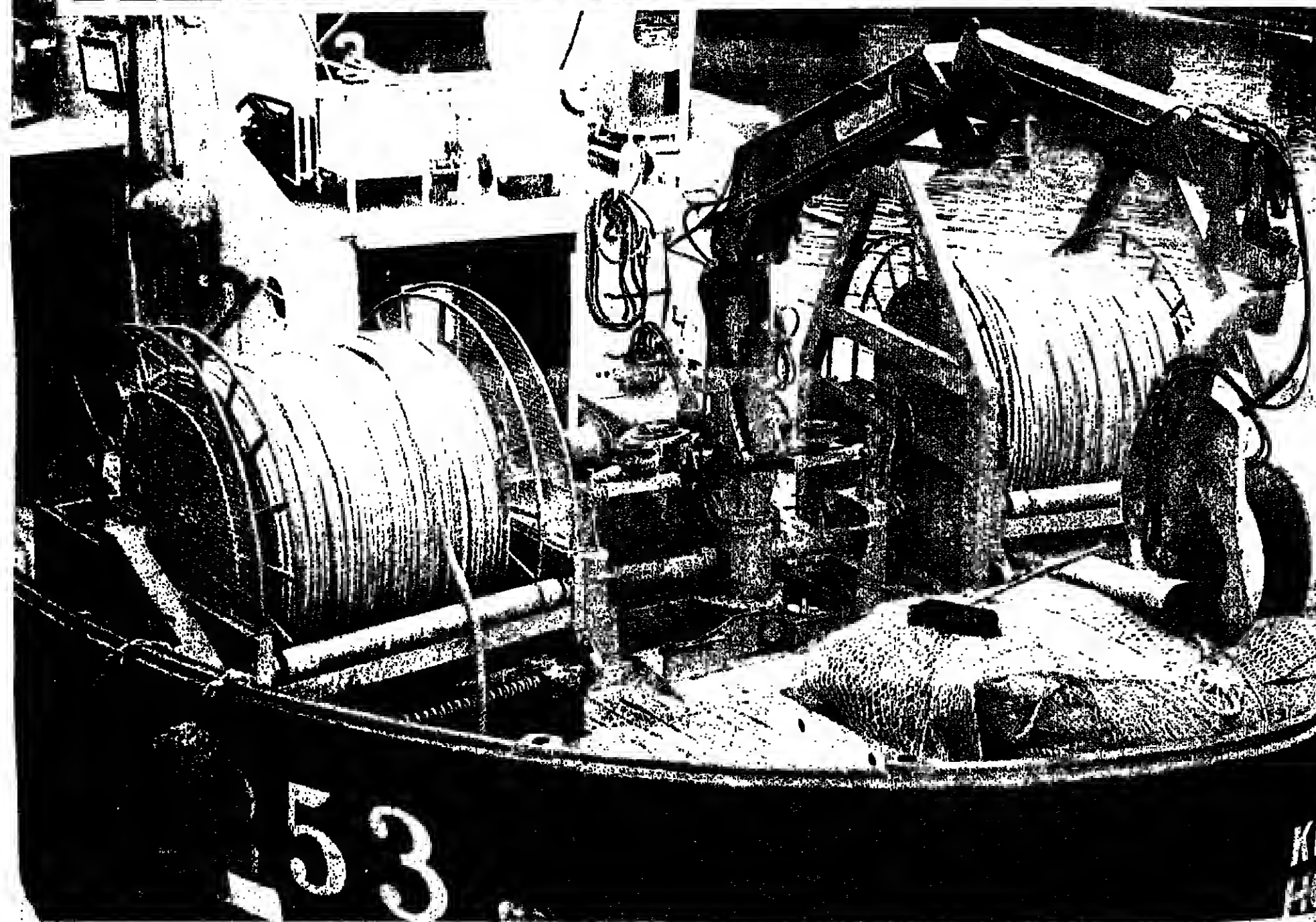
TWO DRUMS

Electrics are 24V throughout and the main distribution switchboard is by Wateon and Dundae of Glasgow. Other equipment in the engineroom includes Godwin frash/saawwater praesura sets and Stuart Turner fuel tranefar pump.

A Norskov Laursen seine net winch is located on deck immediately aft of the deckhouse. The two-drum system of rope reels was

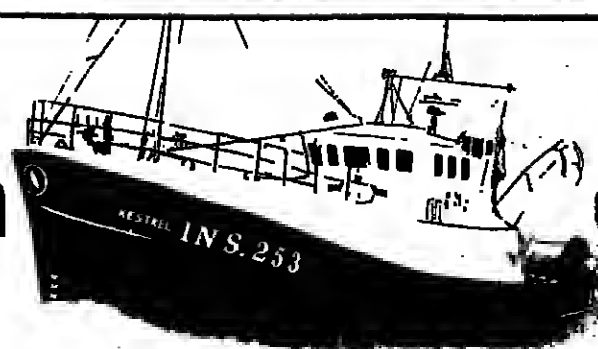
Turn to page 14

Let, *Kestrel's* trend setting aft deck. All the same not gear handling machinery — including winch, rope reels and power block — is located aft. The winch and reels are usually fitted forward. Below, the medallion painted on *Kestrel's* stem.



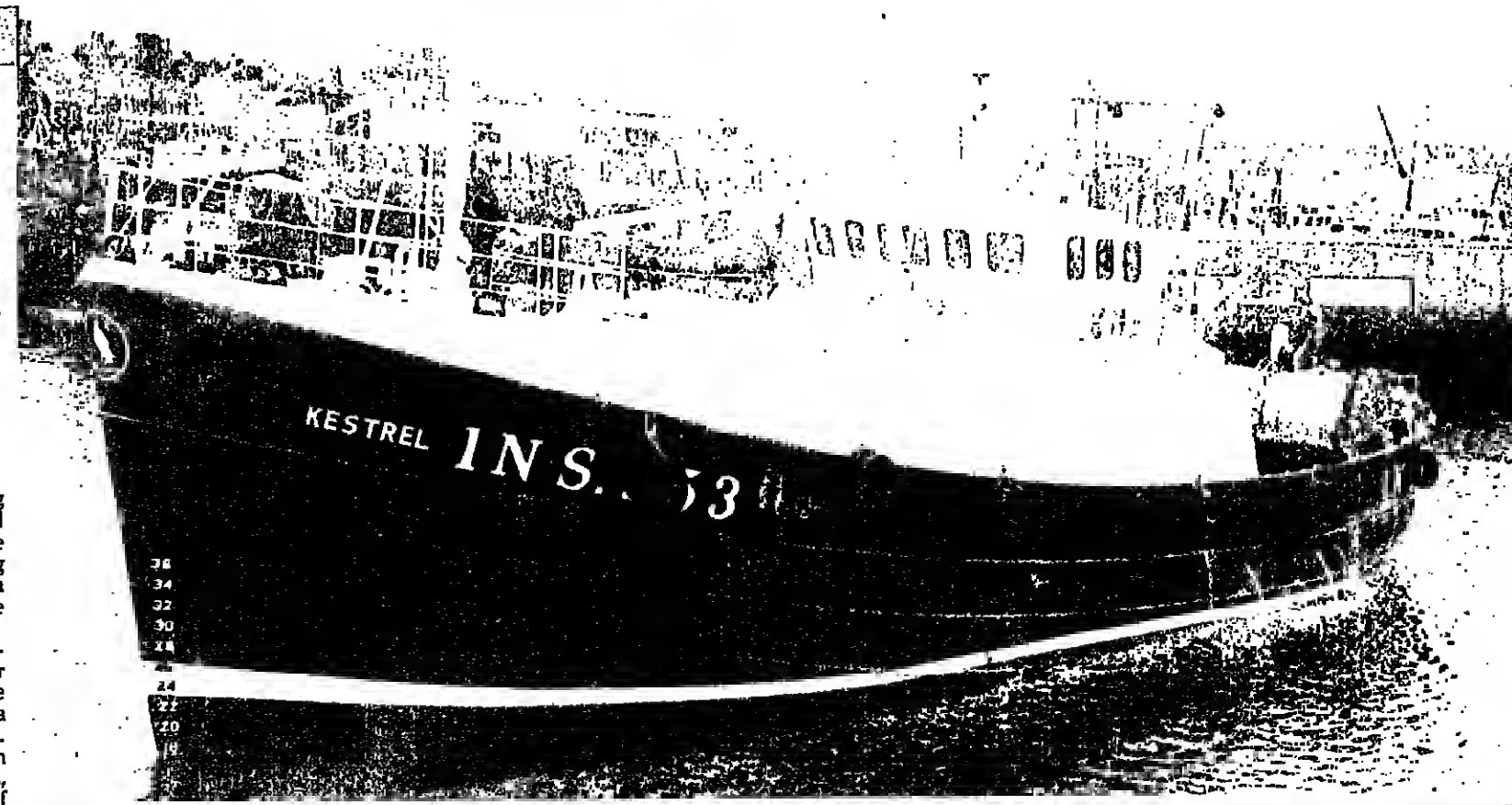
Another from Campbeltown

Following his success with the Campbeltown 80 Kestrel — top Scottish Seiner in 1976 and third in 1977 — Skipper Ian Sutherland of Hope-man came back to Campbeltown Shipyard for his new vessel the 85-foot Kestrel.



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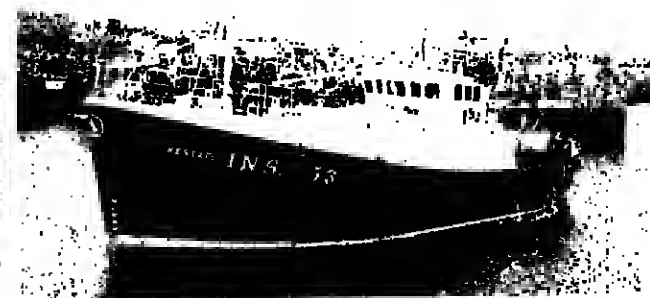
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NEW AFT FLYDRAGGER

From page 13

supplied by the Lossie Hydraulic Co., along with the power block which is hung on an Altec crane, at the after side of the winch.

When the ropes are being heaved, they travel to the seine winch barrels via rollers fitted on deck at either side of the power block crane.

From the winch they pass back aft to sheaves positioned against the net bin and, then, forward on to the rope reels. The ropes are simply run off the reels when the gear is being set.

Controls for both winch and reels are located in the wheelhouse.

A Lossie Hydraulic cargo winch is housed on the shelterdeck for working the landing derrick. It is powered from one of the Vickers hydraulic pumps on the auxiliary engine.

HATCH

A discharge hatch in the shelterdeck is positioned directly above the fishroom hatch and another hatch, at the forward end of the shelterdeck, gives access down on to the main deck.

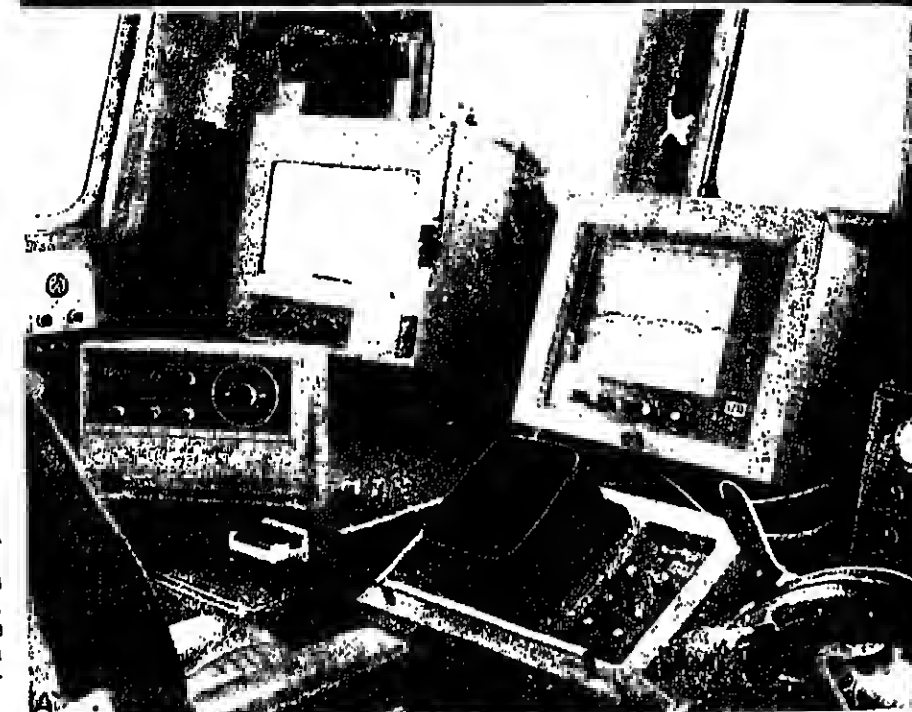
A Dacey hand-operated anchor winch is fitted well forward on the shelterdeck.

The 185 cu in fishroom is insulated with foam, faced with aluminium sheet, and is fitted with aluminium stanchions and wooden division boards.

Woodsons of Aberdeen has supplied the majority of the electronic instruments in the wheelhouse. These include Elac LA272 Echograph with LA262 Fishluge; 'Sailor' T126 R105 SSB radio telephone; 'Sailor' RT144B vhf radio telephone; Woodsons Intercom system; Mermaid Watchkeeping Receiver; Robertson AP-7 automatic pilot; OKI ONX-7 radar with ONA-3 variable range marker; and Ben Amphitrite speed log.

Equipment from Decca comprises two Mk.21 Navigators and 350T Track Plotter with dual receiver-track plotter switch type 2604A.

Other wheelhouse fittings include a Kelvin Hughes echosounder, Wynstrum window wiper, two Bostrom Viking chairs, also Alan Haigh and Co. fishing light/navigation light switch panel. There are Morse remote controls for the winch and auxiliary



engine, while Tenford 115 FSG steering gear is coupled to the auto-pilot.

The alarm panels for the Tecoid Electronics fire detection and bilge level warning systems, and for the Pyropress stern tube low lube oil pressure alarm system, are also housed in the wheelhouse.

The combined galley and messroom, located below the wheelhouse, is fitted with a KempSAFE oil-fired cooker and two small Electrolux fridges.

Bunks for eight are arranged in the crew's cabin, below deck aft, and central heating and domestic hot water is provided from a Pyro oil-fired boiler housed in the engine room.

More rubber ring matting is laid in both the deckhouse and wheelhouse, while a Fordham toilet and hand basin are also fitted in the deckhouse.

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and **"RIVER DEE"**

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Skipper Ian Sutherland

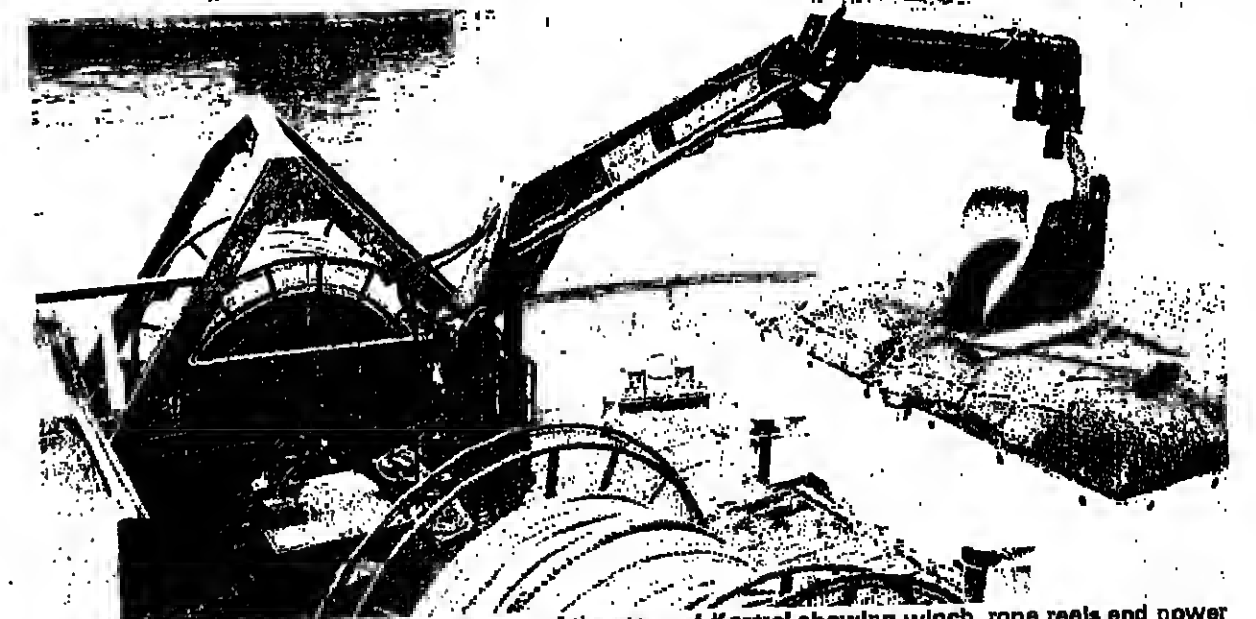
comes back to

Lossie Hydraulic

for a second time

for his new

KESTREL



A view of the stern of Kestrel showing winch, rope reels and power block. The structure over the starboard rope reel would be used to carry a towing block should the vessel switch to white fish pelv trawling.

POWER BLOCKS - (UP TO 36" DIA. SHEAVES)

MULTI-SHEAVE NET HAULERS - (16" DIA. SHEAVE)

GILL NET HAULERS - (17" DIA. SHEAVE)

DISCHARGE WINCHES - (SPEED OF 120FT/Min. OR
MORE, 1 TON PULL)

NET DRUMS - (4, 6, 8, 10 & 13 TON PULL)

ROPE REELS - (9 COILS, 2 1/2" ROPE UP TO 24 COILS, 3 1/2" ROPE)

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fishing news international

August 1978 Vol 17 No. 8

VICTORY
PROTECTIVE
CLOTHING
FROM

COSALT
GRIMSBY ENGLAND

Shrimper
trio for
Tanzania

"Fishing News International" is now a news-
paper aimed at keeping
its readers well informed
on the world scene. FNI
runs a fast news service
of developments in
catching, handling, pro-
cessing and marketing
each month. You can
subscribe using the
form below and be the
first to know what's
happening from Alaska
to Zambia.

A new use for a small GRP hull
from a British yard is shrimp
fishing in the waters off
Tanzania. The 26 ft (10m)
trawler long Kania is one of
three trawlers moulded by
Freemantle Marine for a British
Ministry of Development project based on
Dar es Salaam. For further
details, see Page 24.

SURPRISE!

Fisheries chief Hoffman
talking
from FAO Page 3.

Meal giant
sold
Holland's largest fish meal
factory to a new owner Page 1

NZ-Japan deal?
Fish in exchange for
human and better trade
terms could be done. Peter
Zakaria writes to Japan Page 14

Research job
What Gammon's research
ship Whiting is doing
in Japanese waters. An
exclusive interview Page 18

SALMON
Landlocked Atlantic salmon
and wild Atlantic salmon
travelling in Argentina. A
guide to Scotland's
salmon Page 18

Boom-time
in Canada
Only four years ago,
Canada's fish industry
plunged into its worst
crisis. But now it's boom-
time. A guide to the
salmon Page 20

WHICH PATH
FOR INDIA?
A deep-sea industry
supporting large traw-
lers or a better deal for
the small-scale fisher-
men. Which offers the
best future for India?
Page 22

'Autoliner'
Britain's first 'Autoliner'
making history at the port of
Somerset Page 26



TUNA WAR

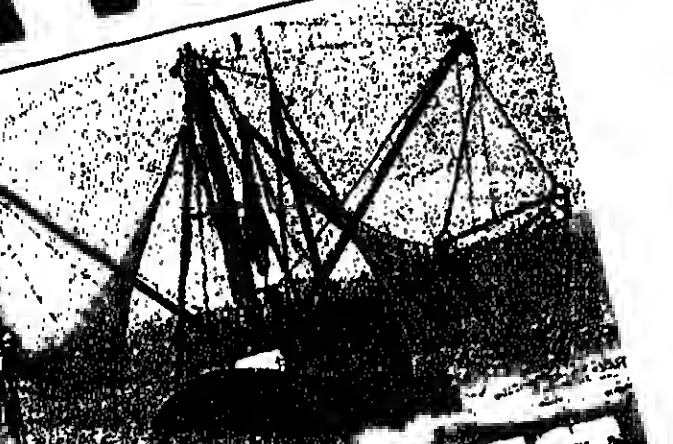
Pacific states
challenge
US dominance

IN WHAT could become a classic confrontation
of developed and developing countries, Central
and South American states such as Costa Rica, Mexico and
Nicaragua are set to challenge the US dominance
of the tuna fishery in the eastern tropical Pacific
region.

"We have a 200-mile patrol zone and we feel that it
is the right of a coastal state to manage, handle and allocate
the resources to it," Dr. Gabriela Myers of Costa Rica told
FNI correspondents in San Diego.

POISON
SALMON
ALERT

THE FIRST suspected case
of salmon poisoning in
the United States has been
reported. It is a 17-year-old
salmon caught in British
Alaska, and sold by a fish
dealer in the United States.
The victim was found in hospital
after eating the salmon on
Sunday, July 30.
Consumers were warned not to
eat salmon from the United States until further
tests and investigations could
locate the source of the poison.
Full report on Page 3.



YOUR BIGGEST
CATCH.

The Volvo Penta diesel for heavy duty operation are designed and
built for continuous operation in all types of fishing boats. Both for coast-
al and deep-sea fishing.
The engines are well known all over the world for their high opera-
tional dependability and low operating cost. They are very fuel-
efficient and robust.
A wide range of extra equipment is available for the Volvo Penta
diesel, such as transmission, shaft systems and
sound-insulated engine casings.
The range consists of 17 engine models,
with outputs ranging from 20 to 550 horsepower.
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are you getting it?

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Price £10 per year
by airfreight mail.

STOCKS OF SALMON FADING

SALMON catches are
reported to be falling
fast in Ireland as
controversy continues
over what conserva-
tion measures should
now be applied.

What appears to be
a picture of a
falling stocks, despite a
major clampdown by the
Department of Fisheries
on poachers and tight
controls started by local
fishery boards.

It is estimated that
poachers — ignoring all
the rules about net
lengths, meshes and sizes

— take about 200,000
salmon every year and
the rod anglers are also
protesting that drift-
netters are endangering
the species.

Soma commercial
fisherman in Ireland are
claiming that the riparian
owners and the angling
clubs are starting a
"scare" campaign in an
attempt to get a
moratorium on commer-
cial fishing for salmon.

—measures
expected

It does appear,
however, that more
conservation measures may
be necessary to judge by
reports so far from
around Ireland.

From Galway a very
low catch of 4,000 to

5,000 fish was reported
last year, but this year it
could have been lower,
perhaps down under
3,000.

There are indications
that the Galway and Aran
Fishermen's Co-
operative, normally get-
ting about 11,000 salmon
from its members, may
get considerably below
that this year. Limerick,
Droghda and Kerry also
report low catches.

The final picture will
not be available for some
time yet but, so far, the
indications for the stocks
are not good.

Sailmen in the picture

"SAILING FISHERMEN in Old
Photographs" is a paperback
with pictures taken in and
around Lowestoft from 1898
onward.

Most of the photographs in
the book are by Henry Jenkins,
then Lowestoft's photographer,
and have never appeared in
print before. With them is a
brief history of the local fishing
industry which in itself makes
good reading although in-
evitably there are some
generalisations.

Was a smack's cabin,
although never noted for its
spaciousness, quite so small as
the dimensions given? About
eight x four ft. Is the figure
quoted, and I would like to
know the dimensions of a
vessel with a cabin this size.
A floor area of eight x four ft.
sounds more likely, with locker
tops and built-in bunks, which
would be a little more realistic
in view of the crew carried.

Cobbles

Boats are shown in
the market — men smoking
and fish piled on the cobbles in
a way that no inspector would
tolerate today.

The railway companies of
the time laid-on facilities for
the rapid transport of fish — a
traffic which the present
nationalised railways are not
encouraging; the visiting Scots
boats are shown following the
herring around the coast with

PUBLICATIONS

the girls who gutted and pack-
ed the herring.
There are also some in-
dividual portraits —
lifeboatmen, beachmen and
"Pook" Fletcher, whose claim
to fame is his association with
the writer Edward Fitzgerald.
This is the first publication

by Topal Books. Other books
on old sailing craft, etc., are in
the pipeline.

"Sailing Fishermen in
Old Photographs", with
photographs from the Ford
Jenkins collection and
narrative by Colin Elliott, is
available from Topal Books, 9
Queen Victoria St., Reading,
Berkshire, at £1.50.

PAT O'DRISCOLL

FIGHT IN THE COURT NOT ON THE SEABED

THE BATTLE in South
Devon between skin
divers and local
potters, who claim the
divers have been in-
terfering with their
equipment and remov-
ing lorry-loads of
shellfish, has entered
round two.

In the first round,
fisherman threatened to take
the law into his own hands
unless legislation to control
the divers' activities was
introduced. Now, Chris Holwill,
the British Sub-Aqua Club
coach for the south west, has
refuted the allegations. He
states that divers have been
taking shellfish from Start
Point, or damaging equip-
ment.

He says the club has
already taken a fisherman to
court for threatening to take
the law into his own hands,
and as a result "substantial
fines" were imposed.

He adds that the bottle will
be fought in the courts, and
not on the seabed.

According to Mr. Holwill,
the problem is that shellfish
stocks have been over-fished,
and the blame is being put on
the divers.

He also claims that a lot of
the fishermen involved are
"moon-lighters" who go after
shellfish after their day's
work is done.

"The sea is for everyone,"
he says. "If there is any dis-
pute over who takes what, it
should be settled through the
proper channels."

50
years ago

Recalling some of the
stories which appeared in
our columns this week 50
years ago.

AUGUST 11, 1928
FIRST trawler to use
echo-sounding equipment
sets sail from Grimsby.
Sha is owned by Croft,
Baker & Sons and is the
fish the North Sea.

PUBLIC enquiry held at
Lochmaddy into loss of
eight crew members of
Floodwood Trawler
Briarlyn concludes that
dents were due to drown-
ing and not negligence.

HERRING fishery opened
at Howth turns out to be
futile. English and Scot-
tish drifters leaving the
port after bad starts.

MINISTER'S idea to set
up committee looking into
the development of Irish
sea fisheries is approved
by fishermen.

NEW boat built by
Robertson and Short of
Campbeltown is launch-
ed. She is the outcome of
seven years' research.

OBITUARY

BENJAMIN ASHCROFT,
a former Hull trawler
skipper, has died in
Kingston General
Hospital, Hull, at the
age of 88. He spent
the whole of his working
life, both at sea and
ashore, with Halyar Bros.

He joined the com-
pany as a deck launer
and became a skipper in
1938. Among his com-
mands was the trawler
Man O' War.

Skipper Ashcroft served
in the RNR during World
War Two and was men-
tioned twice in
despatches because of
his mine-sweeping ser-
vices.

After the war he
resumed fishing out of
Hull until his appoint-
ment as ship's husband,
a post he held for about 18
years until his retirement
in 1974.

He is survived by his
widow, a son and a
daughter.

HADDOCK LICENCES

From page one

west coast limiting their had-
dock catch to 8 cwt. per car-
man per week.

West coast skippers are
very angry at this proposal as
they feel they are having to
pay the price of displaced
deep-sea trawlers fishing their
grounds.

It is thought that Aberdeen
trawlers — many of which
were displaced from Faroes
waters — have caught over
4,000 tons off the west coast
this year.

The impact of restrictions
would also be felt ashore, es-
pecially in the ports of
Lochmaddy and Kilmorven
which depend on haddock
supplies. There can be little
doubt that a reduction in
haddock landings will lead to
loss of jobs.

It also seems likely that the
Government will take action
in the North Sea, despite a
hostile reception from certain
sectors of the industry. Again
it is proposed to licence
vessels and restrict their had-
dock catches by means of the
licence.

The flame being suggested
for North Sea haddock is
thought to be 20 cwt. for each

crewman per week. The
Government proposal is based
on the expectation that
this year's North Sea had-
dock landings could be as
high as 85,000 tons.

This figure has been bitter-
ly attacked by various
fisherman's organisations.
The Scottish Fisherman's
Organisation estimates that,
on the basis of a haddock
catch of 44,000 tons to the
end of July, the figure for the
year is unlikely to exceed
75,000 tons.

It has described the
proposed Government action
as "panicking, hasty and
premature", calling for the
Government to restrict non-
PO members not adhering to
the PO's scheme of voluntary
restraint.

Given the Government's
stance in rejecting the shore
of the TACs offered to the
UK, it would be ironic if ac-
tion taken by the Govern-
ment now resulted in a UK
haddock catch less than the
amount being fought for.

It may be that, having
restricted haddock catches on
the west coast, the Govern-
ment expects a similar limit

of deep-sea trawlers into the
North Sea.

The question still remains
whether a licence with a
stipulated quantity is the best
way of managing fisheries.
Fishery officers would have to
cover all the landing ports 24
hours a day.

It is felt in some quarters,
however, that more in-
terference in the affairs of the
fishing industry could lead to
a black market.

Wreck blast

THE LEAKAGE of oil
remaining in the wreck of
the trawler *Ella Hewitt*,
which sank in 1962 in
Churoch Bay, Rathlin
Island, Northern Ireland,
will be stopped in
September.

The Ministry of Defence
will then braoch the fuel
tanks by controlled ex-
plosions. The oil, which has
been seeping intermittently
from the wreck for at least
two years, will be dealt with
as it surfaces.
The work is being carried
out on behalf of the Depart-
ment of Trade.

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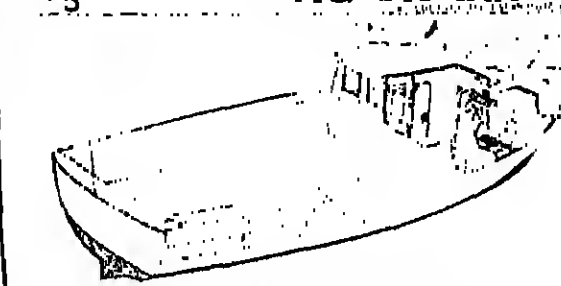
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Complete boat £16,400.00
27' x 20' x 3' 10" hull and deck, wheelhouse, £3,800.00. Complete
boat £12,474.00.

Two boats just completed for Trinity House, one passenger boat for
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with NSW
anytime!"
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"There I am, swimming around and minding my own
business — and suddenly I'm tangled up in a trammel
net. Just as well there's a NSW net hauler at the other
end to give me a smooth ride. Otherwise, well... I'd
feel like a fish out of water."

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Weston-Super-Mare

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